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N SCALE REVIEW

Model Railroader®

OCTOBER 2002



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ABCs of painting and lettering

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Hottest new product releases

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Looking for a good excuse to make a trip to your local hobby store? Look no further! Some of Atlas' most popular and most detailed products are back with new road names and the premier features that made them famous.



NEW PAINT SCHEMES & ROAD NUMBERS! HO & N 17,360 GALLON TANK CARS

HO ITEM #	N ITEM #	DESCRIPTION
17,360 Gallon Tank Cars-New Road Numbers!		
1550.....	40500.....	Undecorated
1551-3,-4.....	40503-40504.....	ACFX (Black-Olin Chemical)
1552-3,-4.....	40513-40514.....	ACFX (Black/Orange stripe)
1553-3,-4.....	40523-40524.....	ACFX (White/Black center band)
1554-3,-4.....	40533-40534.....	Diamond Shamrock (White/Black/Blue/Red)
1555-3,-4.....	40543-40544.....	Occidental (Gray/Black)
1556-3,-4.....	40553-40554.....	Hooker (Orange/Black/White)
1557-3,-4.....	40563-40564.....	PPG (Red/Black)
1558-3,-4.....	40573-40574.....	Stauffer Chemical (Gray/Black)
17,360 Gallon Tank Cars-New Road Names!		
1559-1,-2.....	40581-40582.....	Simpson-Lee (Blue/White)
1559-3,-4.....	40591-40592.....	Olin-Matheison (Black/White)
1560-1,-2.....	40601-40602.....	SHPX (Black/White)

FEATURES INCLUDE:

Brake rigging molded separately • Scale handrails • Metal safety bars • Tank fittings and safety placards • AccuMate® couplers • Screw-attached 100-ton roller-bearing trucks (HO model only) • Accurate painting and lettering and Brake wheel chain.



ITEM #	DESCRIPTION
HO GP-40-Low Nose Locomotives	
8900.....	Undecorated
9180-9182.....	Chicago & Northwestern (Green/Yellow)
9183-9185.....	Rio Grande (Black/Orange)
9186-9188.....	Milwaukee Road (Black/Orange)
HO GP-40-High Nose Locomotives	
8940.....	Undecorated
8947-8949.....	Norfolk Southern (Black/White)
HO GP-38 Early Version-Low Nose Locomotives	
9100.....	Undecorated
9116-9118.....	Bangor & Aroostook (Blue/Yellow)
HO GP-38 Early Version-High Nose Locomotives	
9130.....	Undecorated
9131-9133.....	Southern (Black/Imitation Aluminum)
HO GP-38-Low Nose Locomotives	
8960.....	Undecorated
9150-9152.....	CP Rail (Red/Black/White large multimark)
9153-9155.....	Chessie (Blue/Yellow/Vermilion)
9156-9158.....	Pittsburgh & Lake Erie (Black/Yellow)
HO DASH 8-40B Locomotives	
9000.....	Undecorated
9029-9031.....	BC Rail (B39-8-Blue/White/Silver)
9032-9033.....	BNSF-Santa Fe "Patch Job" (Blue/Yellow)
9034-9036.....	Conrail Quality (Blue/White/Black)
9037-9038.....	CSX-Susquehanna "Patch Job" (Black/Yellow)

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(Item # 9156)

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(Item # 9035)



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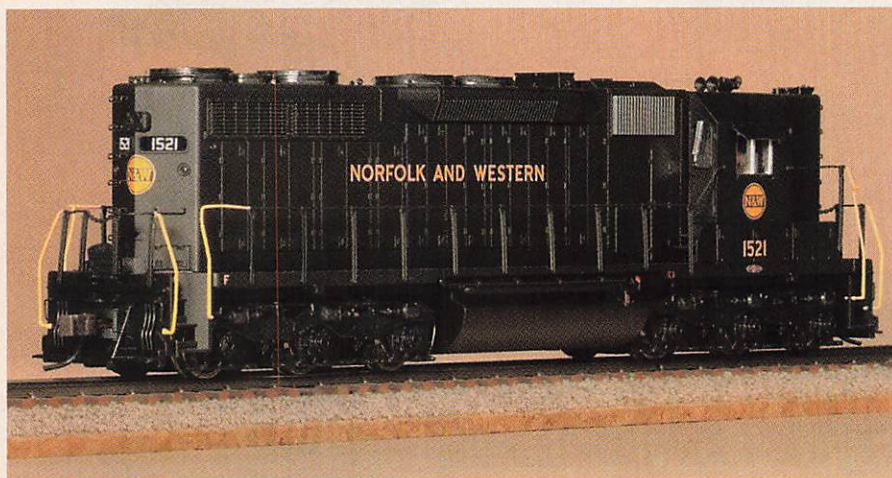
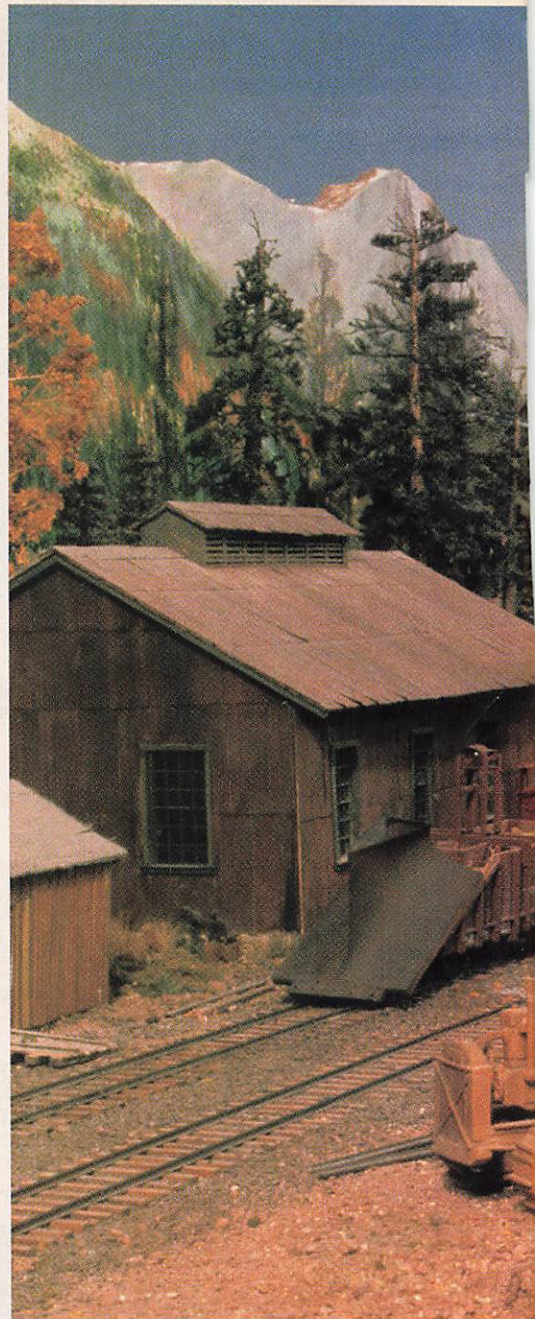
Model Railroader®



ON THE COVER: Pelle Søbørg captured this scene on his 2 x 9-foot HO project layout. This month Pelle shows you step-by-step how he built the benchwork, installed the backdrop, laid the track, and more.

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Jim Hediger puts Atlas' new HO scale SD35s to the test on page 16



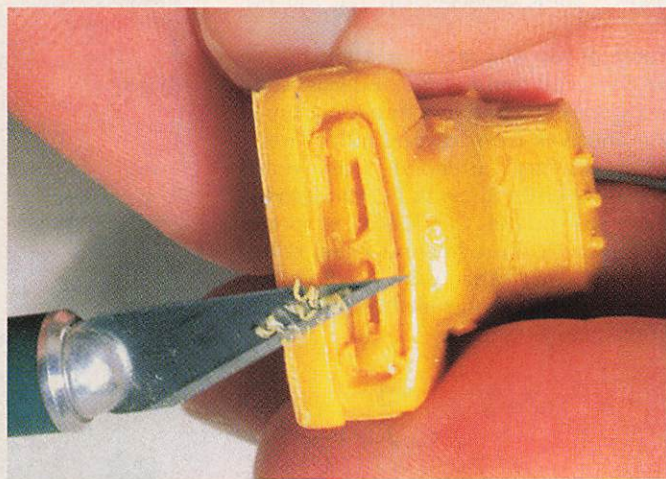
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Contents photos (clockwise from top): Kenneth Ehlers, Jeff Wilson, Marc Jasinski, Bill Zuback

Contributing to MODEL RAILROADER: We welcome contributions from our readers, including articles, photographs, and prototype drawings. For detailed information on submitting material to MR, write or call our editorial assistant. MODEL RAILROADER assumes no responsibility for the safe return of unsolicited material. We assume unsolicited material is intended for publication by Kalmbach Publishing Co., unless otherwise noted. We assume letters, questions, news releases, and club news items are contributed gratis.

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At the Throttle

Open the doors!

By Terry Thompson
EDITOR



As many of you may know, November is National Model Railroad Month. Each year at this time, individual model railroaders, clubs, and model railroad businesses take special efforts to share the fun of model railroading. Some put on clinics at local hobby shops, some give talks as part of the World's Greatest Hobby speaker's bureau, some display modular layouts at shows or malls, and many participate in "Take a Train to Work Day" (Nov. 15), in which model railroaders take a model – or a whole layout, in some cases – with them to work to show their co-workers.

Perhaps the best way to share the hobby, though, and one I'd like to encourage you, your club, or your firm to consider, is to hold an open house and invite some folks who aren't already hobbyists. Nothing in our hobby is as engaging as an operating layout. Young people, retirees, and people of every age in between love to see model trains operate. (The tens of thousands of people who attended this July's National Train Show were evidence of that.) Whether your layout is a candidate for our cover or it's the Plywood Pacific, if trains are running, your visitors will enjoy it.

Now if you read many hobby magazines, from automotive and aviation to models of any sort, you know that this is usually the place where the editor admonishes the readers that if they don't share their hobby, young people won't get involved, the hobby will die, and – perish the thought! – they won't be able to sell their expensive toys for more than they paid for them. (Perhaps the most frightening thought of all, for some.) From the tone of most of these editorials, you'd even think that if huge numbers of America's teens don't get involved in the hobby (hot rodding, radio control, whatever) RIGHT NOW,

the earth will stop rotating and the sun will probably go out.

Well, I'm not going to offer you this scenario as motivation to hold an open house, for the simple reason that I remain upbeat about our hobby. Americans of all ages are still fascinated with trains, Thomas the Tank and friends remain a phenomenon with young people, simulators are keeping railroads in front of the computer generation, and we hobbyists have more (and better!) new products than ever before.

"Nothing in our hobby is as engaging as an operating layout."

In addition, our circulation and advertising are rising, despite the economy. No, I can't predict what the condition of our hobby will be in 2025, but these are good days.

I do recommend that you consider holding an open house, though, because when you do, you benefit from doing so. Just think about it – you get the pleasure of seeing people enjoy your work, seeing the smiles on their faces, picking up some suggestions from your visitors, and maybe even making a friend or two. It's a great payoff for your months or years of work on your layout. So open those doors! I think you'll be glad that you did.

Those of you who read our August issue might recall that I wondered how soon we would start seeing sound-equipped locomotives from the manufacturers. After having attended this year's National Train Show in Ft. Lauderdale, I can tell you that they'll be here sooner than even I thought. And I feel confident that my other wish, for locomotives with DCC-controlled couplers, will come true as well.

Terry

Model Railroader

Model Railroading is Fun

October 2002 Volume 69, number 10
Founder: A. C. Kalmbach 1910-1981

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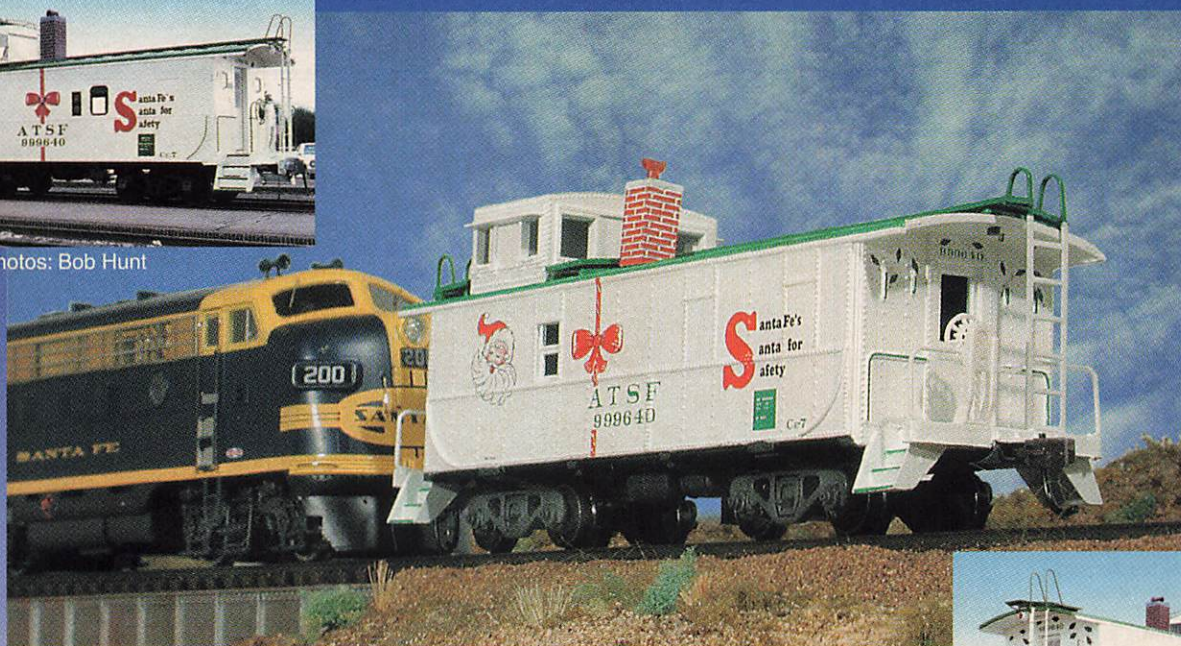




Yes Virginia, There is a Prototype!!!



Prototype Photos: Bob Hunt



Publications

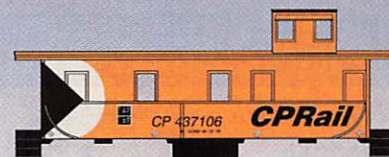
In the course of sifting through stacks of prototype information, we came across a paint scheme that is just too good to pass up: The Santa Fe Christmas caboose. In November 1973 the Santa Fe painted one of their cabooses in a Christmas theme. It was tacked on to various trains in the California area and toured for the season, stopping to hand out candy to children and generally spread goodwill to all. The uniqueness of the paint scheme and the human touch it gave the railroad makes this model a must for our READY-TO-ROLL™ line. Also featured in this release are five other totally new cabooses for your modeling enjoyment.



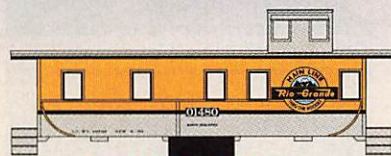
#7400 ATSF Christmas



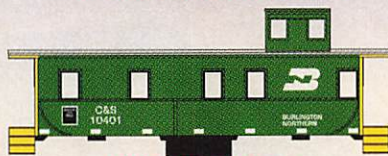
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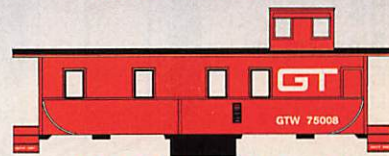
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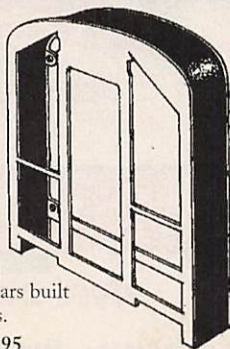
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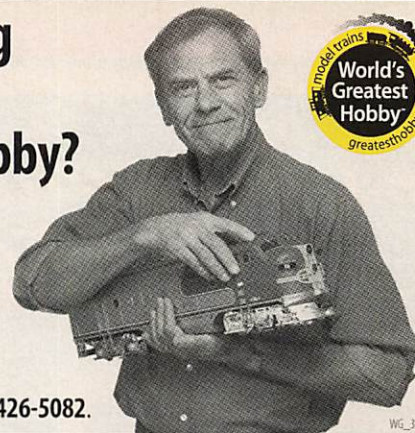
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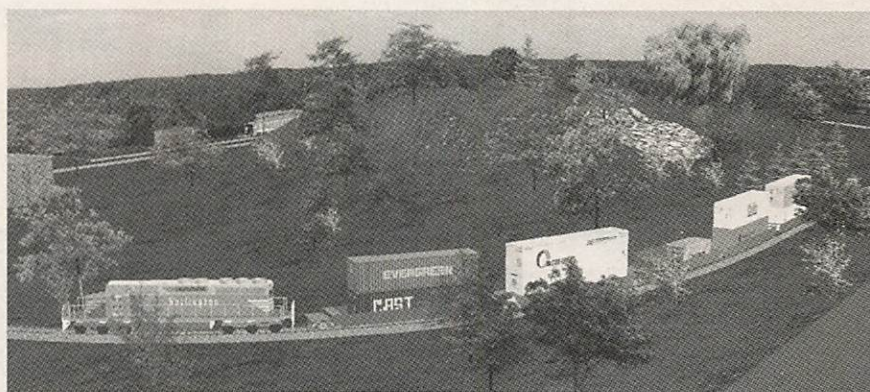
The World's Greatest Hobby speaker's bureau has a database of more than 800 individuals around the country who are eager for invitations to introduce people to the hobby of model railroading. Programs include video.

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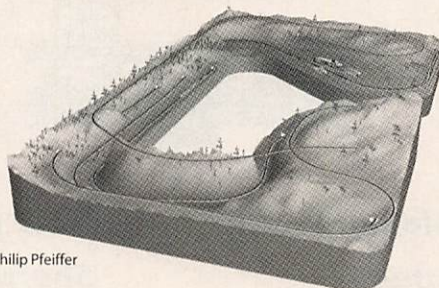
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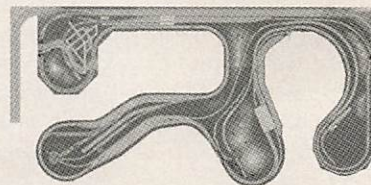
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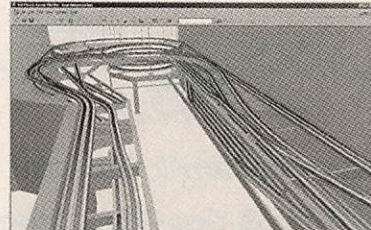


Philip Pfeiffer



OSMR, by John Baum

Ward Elder



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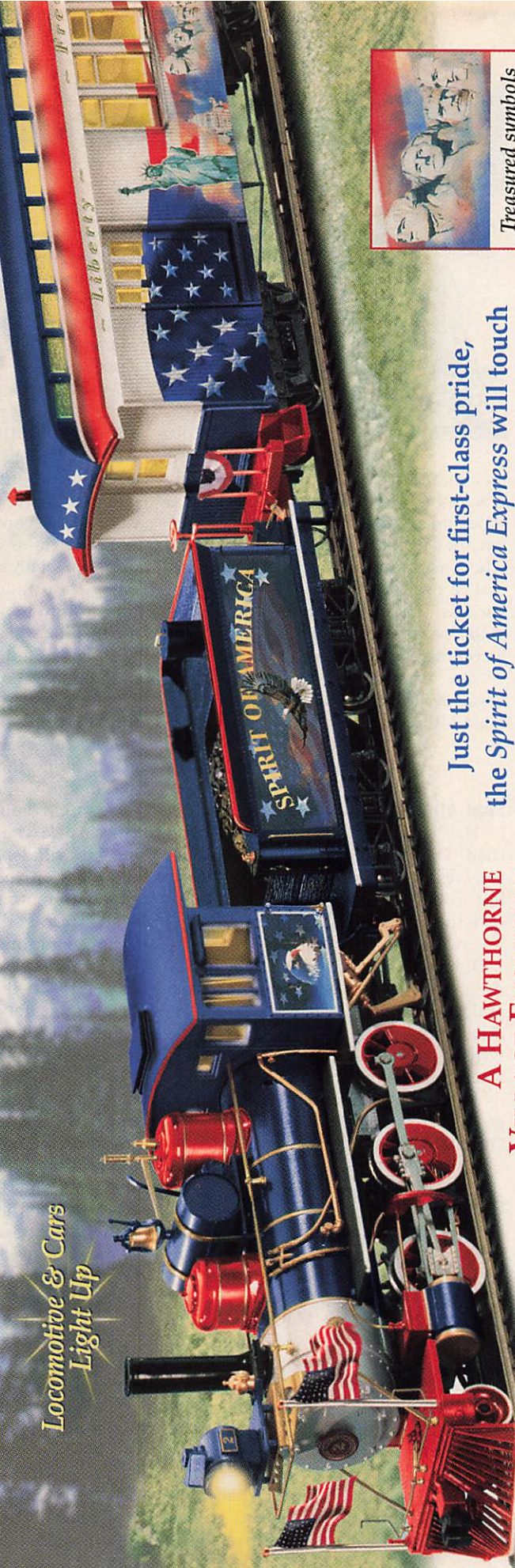
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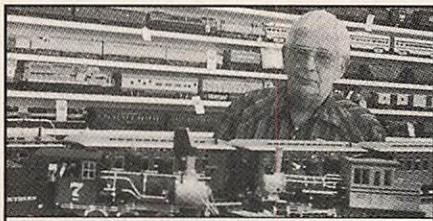
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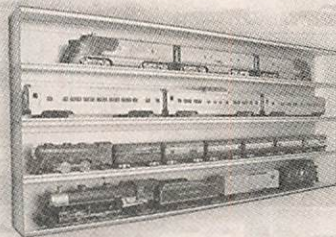
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Railway Post Office

Letters from our readers



JIM FORBES

Testimonial

What a nice feature about weathering steam locomotives! ["Realistic weathering for steam locomotives," August MODEL RAILROADER]

As a matter of fact some time ago I saw a National Model Railroad Association tape-slide clinic about this sort of weathering by the same John Pryke who was the author of your fine article.

I've used his techniques with great success. The drip stencils work especially well, and are useful on diesel locomotives and boxcars too.

The weathering techniques John Pryke describes deserve a big following. I can affirm this!

FONS BOSSAERS

LICHTENVOORDE, NETHERLANDS

Fear eliminated

Having a 1941-era HO model railroad, I've been accumulating data for the weathering of steam locomotives, but to date I've lacked the courage to take the big step and begin weathering my own engines.

John Pryke's superb article in the August issue has eliminated my fear and reluctance to get started. I can't recall reading a more detailed, well-written how-to piece on weathering steam locomotives.

My admiration and congratulations go to Mr. Pryke and MR for this most stimulating and inspiring feature.

BILL GAVER, BROOKFIELD, N. H.

Grease

I enjoyed the artistic article by John Pryke. He really knows how to make his trains come alive.

I did notice that he left out one detail, the oil. Elijah McCoy would be very upset to know you forgot the results of his very important invention. Every moving part had to be oiled. I really wonder what color Mr. Pryke would choose for it.

JOHN BATAKITIS, WOODHAVEN, MICH.

[After I do a paint job, I usually lube the crank pins, the crosshead guides, and both ends of the eccentric rod in

the valve gear with Labelle no. 108. It leaves a slight shine and darkens the paint around the lube spot. This looks very much like oil on the prototype. To keep oil from spreading where it wasn't wanted, the engine shown in the article wasn't lubed until after MR had shipped it back to me. — John Pryke]

More weathering ideas

John Pryke's article on weathering steam locomotives was interesting and comprehensive, but I feel that there were a few scenarios that he left out.

Steamers used a lot of sand for traction, especially in the mountains. After being shot under the drivers the sand was ground to a fine white powder and the residue was thrown all over the drivers, rods, and piping under the running boards. It also drifted back to the tender, coating the trucks and dusting the lower half of the tender sides. This can be represented by spraying white grime along the bottom of the engine and tender while rotating the wheels.

Also, dirt and rust kicked up by the pony truck wheels was often deposited on the cylinder heads and the pilot of the locomotive. This was particularly true with footboard pilots.

Western railroads often had boiler water contaminated with alkali and other minerals that resulted in really dramatic streaking on the boiler jacket below the safety valves.

Finally, the glossy black applied to locomotives in the shops didn't immediately fade. When the railroads employed engine wipers, as they did until after World War II, the shine could be restored between runs. Since the weathering went on over this shiny surface I believe that it should serve as the base for the grime, rust, soot, and mineral deposits rather than grimy black. The overall impression a steam engine always conveyed was that it was basically black, and modelers should avoid too much emphasis on gray.

Having said all this, each modeler who weathers steamers has a particular style and esthetic sensibility. The trick, if you have a fleet of engines, is to avoid making them all look alike.

JIM VALLE, DOVER, DEL.

Giant layouts

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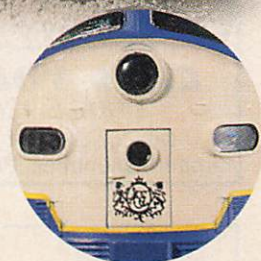
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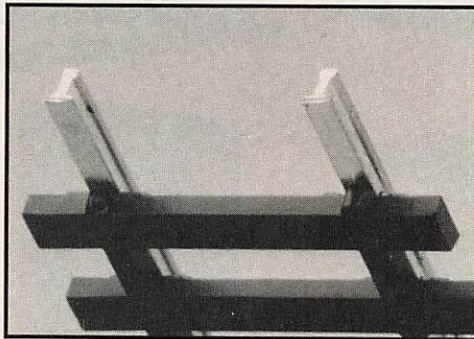
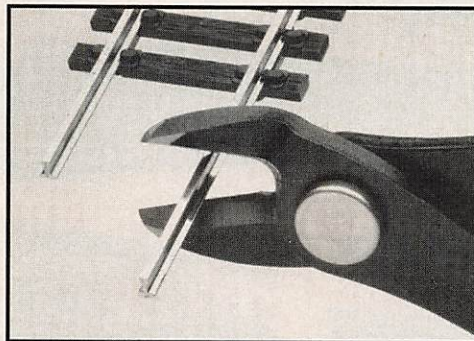
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people with a wealth of resources and giant basements can afford. I'm a modeler with a spare bedroom for my future empire and I'd like to see more of the kind of articles on small layouts that were common in your pages not so long ago. It's more challenging to try to fit convincing railroad operations in a small area, than always counting on the resources to have a big layout.

Please give us more pages of tiny dream layouts, the ones that an average guy could build in a small spare room.

ALEJANDRO RAMIREZ
MEXICO CITY, MEXICO

[One way we are addressing this need is with "Room-sized model railroad" layout plans, such as the one on page 72 of this issue. — Andy Sperandeo, executive editor]



JEFF WILSON

Tools were cool

What a great article! I knew I had to be missing out on something, and Jeff Wilson's August story on "16 cool tools" was just the ticket. I'm new at scratch-building and kitbashing and found a few items to help me minimize mistakes. The corner punch for windows and doors is a godsend. And yes, I do have a few wheels that don't roll correctly.

DAVID J. CALHOUN, HALIFAX, PA.

Absolutely necessary

Just when I thought my workbench couldn't get any more crowded, Jeff Wilson shows me that, contrary to what my wife thinks, I really do need *more* tools. Thanks MR and Jeff.

BOB NELSON, SACRAMENTO, CALIF.

Inspired by Tony

I thoroughly enjoyed Tony Koester's August Trains of Thought column. Nine through 12 is truly a perfect age. I came to love trains through model railroading, since I never saw real trains at work. The freight service on the Staten Island Rapid Transit (a Baltimore & Ohio branch line near my childhood home) had pretty much dried up by the time I was the perfect age.

When I was 12, my father brought home my first issue of MR. I was amazed at the realism of the trains on the cover. The overall scene created a beautiful backdrop for the Electro-Motive diesels and Nickel Plate-style

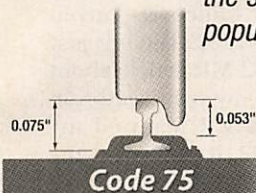
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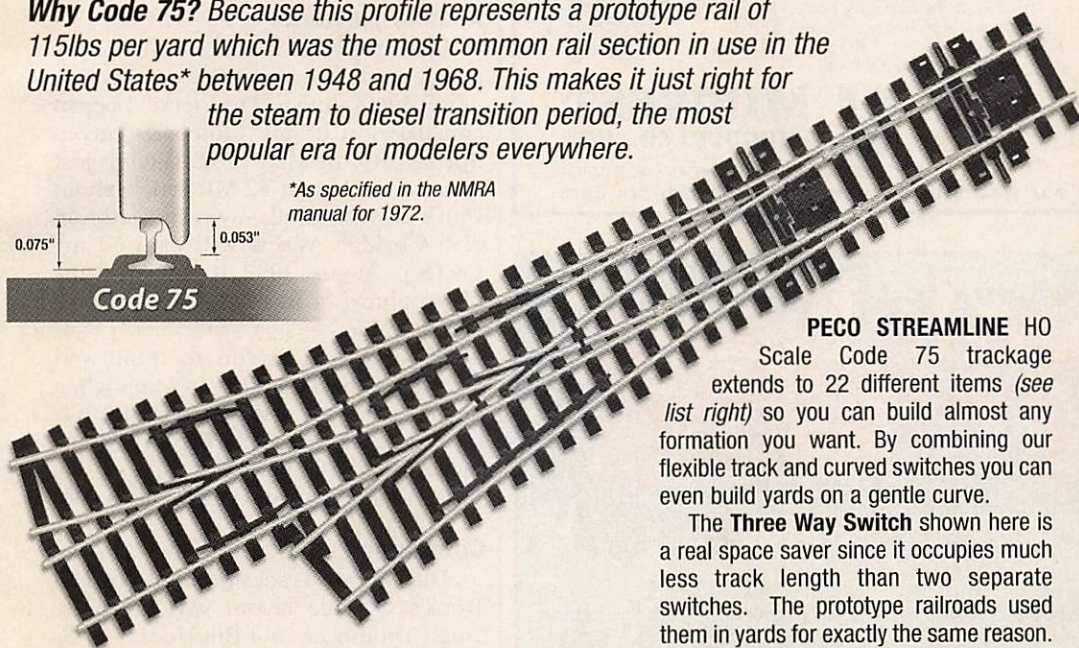
Photographed by the Peco Studio on Ian Wilson's Glendale Springs HO exhibition layout.

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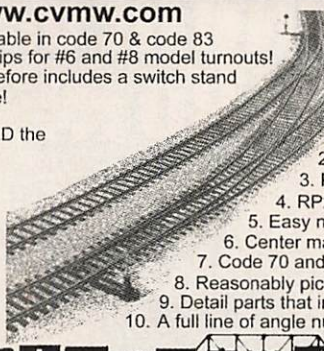
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caboose. That was the December 1987 issue and the layout featured was Tony's Allegheny Midland. The article and accompanying photographs truly showed me what a layout could be. Through Tony's work I could see the scope and magnitude of this hobby.

Through the years it was exciting to see how versatile Tony's AM was. He always found room for growth and change. That might have meant adding a small scenic detail or backdating his entire roster of engines and cars.

It was a shock to learn in early 2000 that Tony was dismantling his Midland Road layout, but I soon realized that this was part of his versatility. He taught me that the best model railroader is the one who is not afraid to change and discover new territory.

Thank you, Tony, for years of inspiration and excellence in modeling.

MARC PITANZA, KEW GARDENS, N. Y.



RON WILLIAMS

Another memorial

Earl Smallshaw's use of Don Clerke's bridge in the August MR reminded me of my own salute to Mr. Clerke. I began construction of my Calico & Turpin Springs Ry. in May 1982. Having just enjoyed the March '82 MR article about Don's layout, I built my own rendition of his bridge. When MR featured my C&TS in August 1992, it published the photo above of my Ozarks' version of Don's bridge.

The bridge was fun to build and always received a lot of attention when people came to visit. The C&TS has been gone ten years, but I still enjoy the memory of building that bridge.

RON WILLIAMS, SPRINGFIELD, MO.

Correction

The August Trackside photo of Bill Hook's O scale layout was taken by Hugh Thompson, not Bill Hook. - A. S.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmag.com. Please include your name, city, and state.



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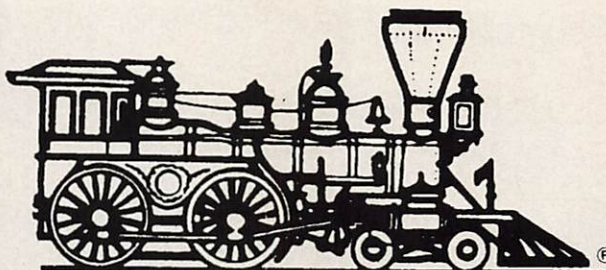
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Product Reviews

Conducted by Jim Hediger



HO SD35s with railroad-specific details

A trio of excellent HO scale SD35 road switchers has been released as Atlas Master Series Locomotives which feature superb performance, dual flywheel drives, dual-mode DCC decoders, and specific railroad detailing. They represent the Electro-Motive Division's standard low-nose SD35 road freight locomotive; a high-hood version built for the Norfolk & Western RR and the Southern Ry.; and an SDP35 passenger unit owned by Atlantic Coast Line, Louisville & Nashville, Seaboard Air Line, and Union Pacific.

Electro-Motive Division introduced the prototype SD35 as part of its "35 line" of locomotives in 1964. It's a six-axle, 2,500-hp, heavy-duty freight locomotive; the SDP35 played a similar role in passenger service. Louis Marre's book *Diesel Locomotives: The First 50 Years* states that 360 SD35s (including 190 with high hoods) and 35 SDP35s

were built before production ended in January 1965. Prototype drawings were published in Simmons-Boardman's *1966 Car and Locomotive Cyclopedic*. The Atlas SD35s and SDP35 closely match these drawings.

Atlas introduced its original SD35 models 27 years ago, but this new generation is far superior to its predecessors in both performance and detail.

Like most of Atlas' recent models, the locomotives come fully assembled except for their sunshades and the end railings, which simply press into place. A printed 8½" x 11" sheet has exploded isometric drawings on both sides showing all of the different chassis and body detail combinations. A second page explains the model's dual-mode decoder functions with a reference to the Atlas Web site at www.atlasrr.com for further technical information.

After studying the drawings and the three samples, I'm sure these models are some of the most sophisticated HO plastic locomotives to date. Atlas has included nine different SD35 body shells, three SDP35 shells, three sill assemblies, and numerous separate optional detail parts in the tooling. Various combinations of these parts are then factory assembled into locomotives with appropriate details for each paint scheme.

Mechanically, the SD35s follow the design Atlas introduced with its revised GP40, which was reviewed in the October 2000 MODEL RAILROADER. The chassis consists of a heavy cast-zinc alloy frame with a can motor above the fuel tank. Turned-brass flywheels are pressed on both ends of the motor shaft, along with universals which drive both trucks. All 12 wheels are driven and pick up electrical current.

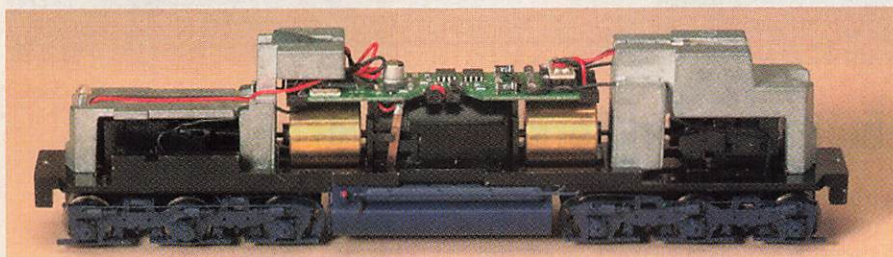
The pilot and sill assembly slips over the metal frame, then the hoods and cab lock into place with concealed latches. All three versions are literally covered with fine detail parts, which are added separately and held in position by friction or tiny concealed latches. Most modelers will be pleasantly surprised at the thin cross-sections and quantity of these details, including an engine crew in the cab.

Reviewed in this issue:

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Kato N scale Amtrak MHC-2 material handling car.....	22
Atlas HO scale International standard cupola caboose.....	24



SDP35



All three locomotives ride on replicas of EMD's six-wheel Flexicoil trucks, which have colored acetal plastic sideframes with excellent detail. The brake cylinders, speed recorder cable, and sand lines are added parts. All of the blackened nickel-silver wheelsets have RP25 contours and match the National Model Railroad Association standards.

The printed-circuit board mounted on top of the motor includes the control circuit for the reversing headlights, which operate in either mode.

The Atlas dual-mode decoders conform to the NMRA's DCC (Digital Command Control) standards. They can be programmed for 14-, 28-, or 128-step speed control (14 steps is the default setting). Each decoder will handle 1 amp of continuous motor current and has a pair of 200ma.-capacity outputs to operate ditch lights, dimming headlights, or other similar functions. The decoders support advanced consist

control, extended addressing, and all forms of programming as specified in NMRA Recommended Practice 9.2.3.

Removing the dynamic brake housing provides easy access to the decoder, which has a small jumper plug that can easily be moved to switch the model between conventional DC and DCC.

Decorated locomotives come factory programmed to the DCC channel that matches the last two digits in the engine number. Thus CSX no. 4586 operates on DCC channel 86.

The SD35s performed flawlessly on conventional DC, starting and accelerating smoothly and quietly. All three samples gave virtually identical meter readings. On DCC, they began moving on throttle step one and performed similarly through all 14 speed steps. All three samples produced a drawbar pull equivalent to 62 free-rolling freight cars on straight and level track.

Accumate magnetic knuckle couplers are body mounted in coupler boxes which are secured with small screws. Our samples had the correct coupler height.

The decoration on our samples was uniformly excellent with smooth, even coats of paint that didn't obscure any detail. The lettering is clear and even the tiny red DANGER 600 VOLTS warning labels were readable on the hood doors.

This group of SD35 models certainly pushes the stan-

HO EMD SD35 road switchers

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Plastic and metal locomotive

Features:

Accumate knuckle couplers
Cab interior
Directional headlights
Drawbar pull: 4.48 ounces
Dual flywheel drive
Dual-mode decoder with jumper plug for DC or DCC operation
Engine weight: 16 ounces
Metal grab irons
Minimum radius: 18"

Performance:

Minimum, midrange, and maximum speeds on filtered DC, straight track:

Scale mph	Load	Volts	Amperes
4.0	Free	2.0	.004
11.6	Free	3.0	.006
33.9	Free	6.0	.008
56.8	Free	9.0	.01
79.2	Free	12.0	.012
-	Slipping	12.0	.014
-	Stalled	12.0	.03

Road names:

(Two numbers each plus unnumbered)

- Standard SD35:
CSX (nos. 4527, 4586)
Pennsylvania (nos. 6016, 6025)
Southern Pacific (nos. 6904, 6915)
Western Maryland
(nos. 7434, 7435)
Undecorated
- High-nose SD35:
Norfolk & Western
(nos. 1505, 1521)
Southern (nos. 215K, 3008A)
Undecorated
- SDP35:
Seaboard Air Line (nos. 1105, 1114)
Union Pacific (nos. 1402, 1407)
Undecorated

SDP35 with steam generator



Standard SD35

dard of specific railroad detailing on road switchers well beyond anything we've seen before. Their superb detailing, finish, and top performance are bound to make these locomotives popular. — Jim Hediger, senior editor



Life-Like N scale FM Erie-built is a workhorse

Life-Like's newest N scale locomotive is a nicely detailed, smooth-running model of the uncommon Fairbanks-Morse six-axle, 2,000-hp "Erie-built." Some Erie-built were freight units, while others were built with a steam generator for passenger service.

The Erie-built was FM's first attempt to build a road locomotive using its powerful opposed-piston diesel engine, which had earned kudos in naval service. Unfortunately, success on the rails eluded FM due to maintenance woes plus a marketplace dominated by Alco and the Electro-Motive Division.

"Erie-built" is derived from the fact that General Electric's Erie (Pa.) plant constructed all 82 cab units and 29 boosters for FM between December 1945 and February 1949. Life-Like offers A and B units decorated for all of the railroads which bought them, except for the Chicago & North Western, which only had A units.

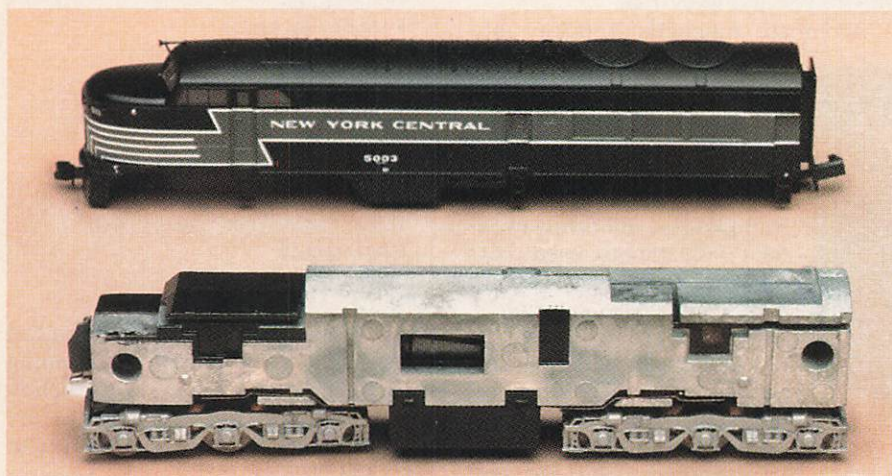
Life-Like's model duplicates the prototype's wheel arrangement and comes

with the conventional drop-equalizer trucks used on some Erie-built. The General Steel Castings trucks were similar to the trucks under Alco PA-1s, so Life-Like has used the Alco trucks on these models to reduce costs. These trucks are well-molded with good relief detail, but omit FM's middle brake cylinder to provide clearance for the truck to swivel behind the cab side ladders on sharp model railroad curves.

This all-new model is made in China and is built around a vertically split, cast-zinc alloy frame. It has a five-pole, skew-wound, double-ended motor that's isolated from the frame except for the two brush holder contacts.

Power from the rails is conducted from all 12 wheels through brass bearing wipers contacting the steel axles. Phosphor bronze pickups transfer the current to the frame halves.

A pair of turned-brass flywheels and a drive train made from acetal plastic gears with steel drive shafts and brass worms deliver smooth tractive effort.



N scale FM "Erie-built"

Manufacturer:

Life-Like Products, Inc.
1600 Union Ave.
Baltimore, MD 21211-1998
www.lifelikeproducts.com

Features:

Drawbar pull: 1.92 ounces
Engine weight: 5.7 ounces
Minimum radius: 9 3/4"

Performance:

Minimum, midrange, and maximum speeds on filtered DC, straight track:

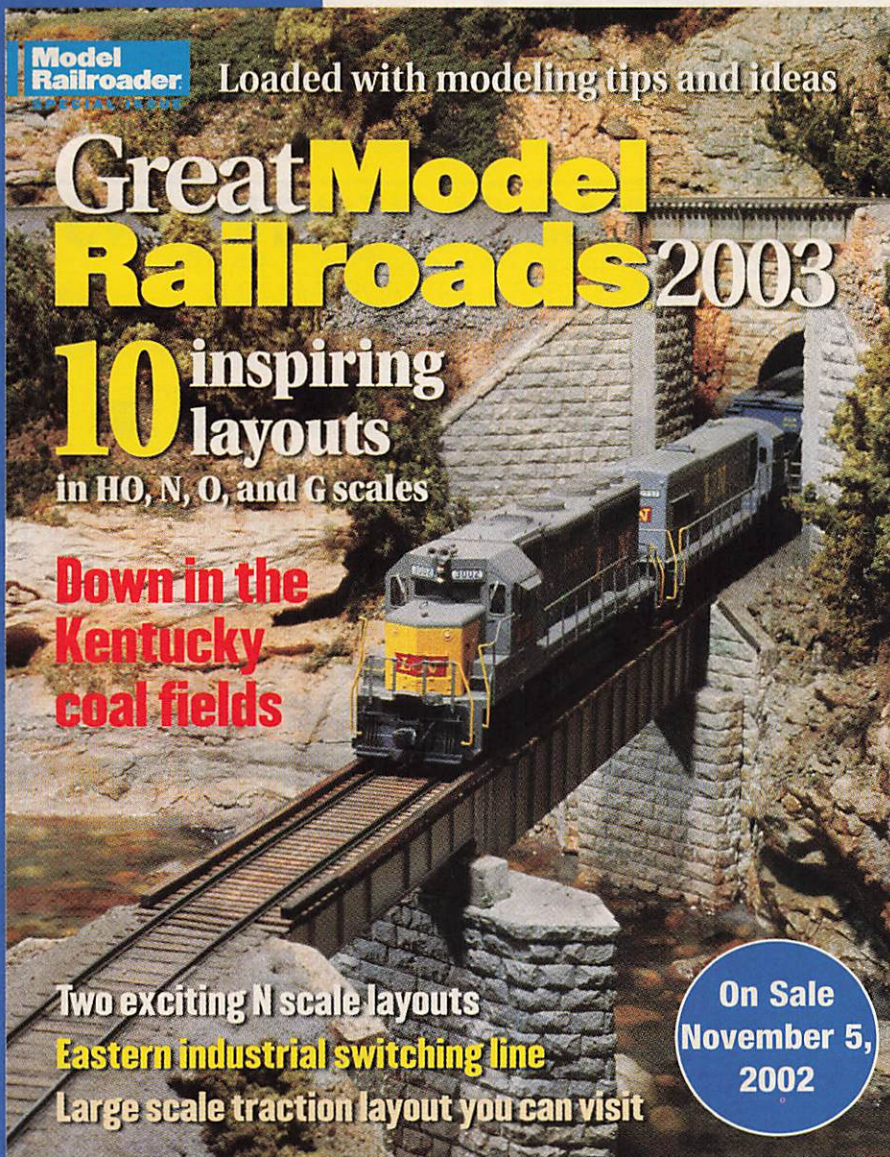
Scale mph	Load	Volts	Amperes
5.3	Free	2.0	.001
14.8	Free	3.0	.002
45.9	Free	6.0	.003
81.5	Free	9.0	.004
119.0	Free	12.0	.005
—	Slipping	12.0	.006
—	Stalled	12.0	.015

Road names:

- Single A unit:
Chicago & North Western (no. 6001A)
Chicago & North Western (no. 6001B)
Kansas City Southern (no. 62C)
Milwaukee Road (no. 21B)
New York Central (no. 5003)
Pennsylvania (no. 9473A)
Santa Fe (no. 90L)
Union Pacific (no. 705)
- A and B units:
Kansas City Southern
(nos. 62A and 62B)
Milwaukee Road (nos. 21A and 21C)
New York Central
(nos. 5002 and 5101)
Pennsylvania (nos. 9472A and 9472B)
Santa Fe (nos. 90A and 90B)
Union Pacific (nos. 704 and 704B)
Undecorated

Continued on page 22

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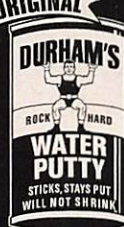
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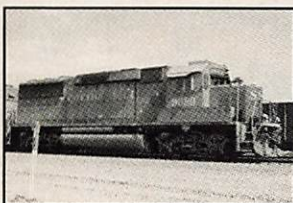
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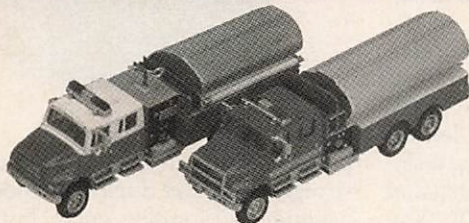


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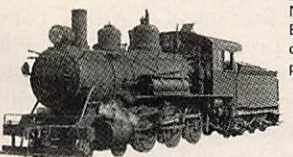


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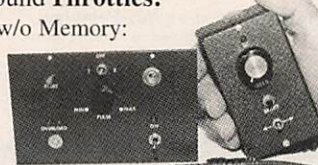




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Product Reviews

Continued from page 18

The wheels are chemically darkened and meet National Model Railroad Association standards for gauge and flange depth. However, some wheel treads on our sample were slightly narrow.

The front coupler is a dummy knuckle-style and its height is low. The rear coupler is a Rapido-style that's body mounted for easier replacement.

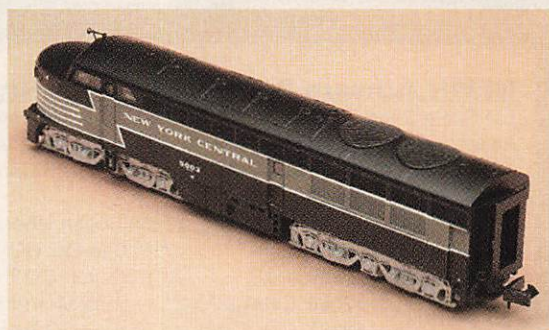
Life-Like did not include provisions for the addition of a Digital Command Control (DCC) decoder. However, some of the weight over the rear truck could be milled away to clear a small decoder.

The Erie-built's major dimensions closely match drawings published in the *Model Railroader Cyclopaedia: Vol. 2, Diesel Locomotives* (Kalmbach). The body shell's mold work nicely captures the lines and nuances of the prototype.

Painting and lettering are excellent throughout, and the locomotive designation under the road number on the side may be the smallest I've ever seen, but it's clearly legible under magnification. Life-Like has even applied silver paint on the classification light lenses, saving some of us an aggravating task.

The headlight is non-directional and glows quite brightly at 12 volts DC. You may want to replace it with a 1.5-volt bulb or an LED for use with a decoder.

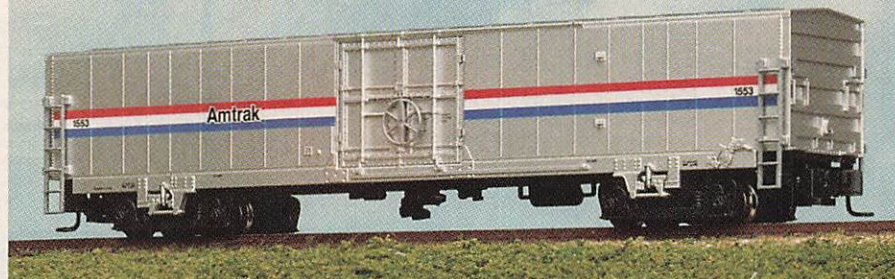
Performance is where the model really shines. Although somewhat noisy at the middle and higher speeds, it needs little current to start moving and keep moving. Weighing in at a robust 5.75 ounces, a single unit is capable of



pulling 46 free-rolling freight cars on straight and level track. The model will negotiate a 9 1/4"-radius curve, but a locomotive of this size looks better operating on broader curves.

Despite the lack of easy DCC conversion and presence of a Rapido-style coupler, N scalers looking for classic first-generation motive power will be quite pleased with this model. — Paul Schmidt, associate editor

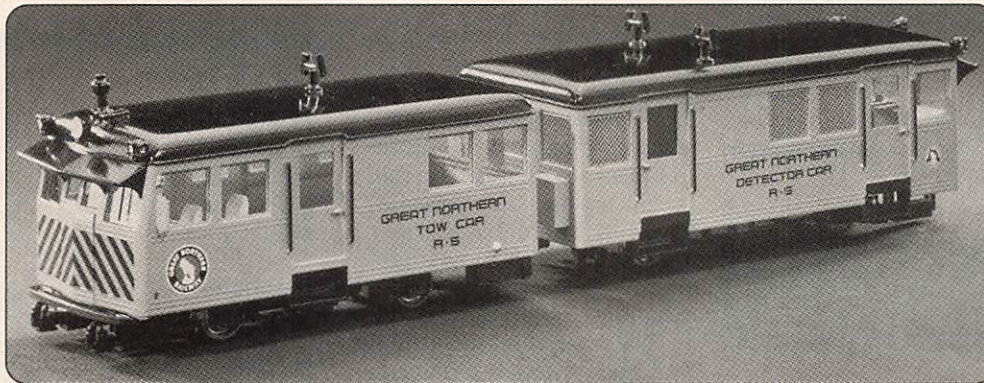
N scale Amtrak material handling car



Kato is offering two-car sets of well-detailed, N scale Amtrak 1500-series, 50-ton material handling cars (MHC) decorated in the national passenger carrier's Phase III livery. These cars haul mail and express shipments.

Amtrak rosters two distinctly different types of MHCs. The first version, numbered in the 1400 series, was built by Thrall Car Manufacturing Co. in 1986. In 1989 Amtrak took delivery of a second version of the MHC, also from

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Residual Magnetic Rail Defect
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in "Daylight Scheme"
OMI #4313.1

HO
Scale

Rock Island ►

Residual Magnetic Rail Defect
Detector Tow and Trailer Cars
Factory painted Orange/Black
OMI #4312.1

Santa Fe ▼

Residual Magnetic Rail Defect
Detector Tow and Trailer Cars
Factory painted Yellow/Silver
OMI #4303.1



... plied the rails of many North American railroads during the middle part of the twentieth century, inspecting rails for possible derailment-causing defects.

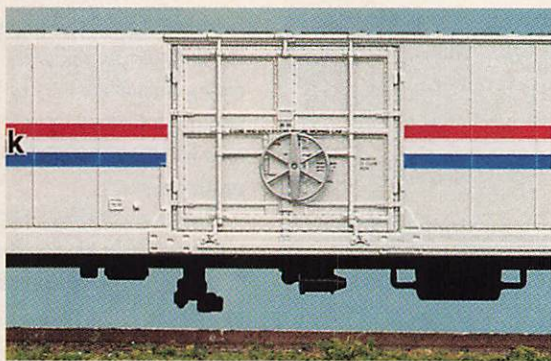
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Product Reviews



Thrall, which use trucks with a longer wheelbase. These 1500-series MHCs have a different roof and carbody, but their best spotting feature is the large hand wheel (shown above) on each door that operates the door mechanism. Amtrak's MHC-1s don't have this feature.

Kato's attractive model was designed from Thrall's MHC-2 blueprints. The model closely matches the prototype drawings and dimensions.

Overall Kato has captured the prototype's details very well, including the diagonal-panel roof, the wide plug doors, and the correct number of weld seams on the sides. The side ladders and door operating wheels are separate parts which I recommend you paint silver before installing on the car.

The end sills and accompanying head-end-power and communication

receptacles have been omitted below floor level to provide clearance for the truck-mounted couplers to move from side to side. Kato's magnetic knuckle couplers are mounted on the trucks and they are compatible with Micro-Trains couplers. This arrangement allows the models to easily negotiate a 9 $\frac{3}{4}$ "-radius curve.

The couplers meet the National Model Railroad

Association standards for height, and the chemically darkened, free-rolling metal wheelsets match the NMRA's flangeway depth, gauge, and wheel-width standards.

Our model weighs 1.1 ounces, which is very close to the NMRA's N scale Recommended Practice of one-half ounce plus .15 ounce per inch of length.

Kato has equipped this model with electrical pickups on each truck, which makes it easy to add an aftermarket flashing end-of-train marker light. These cars are often run on the rear of Amtrak trains, so the model comes with a cast-on marker light box on each end. All you'll need to do is drill a suitable hole to match the LED you choose.

The sample's silver paint was evenly applied and the lettering is crisp, although the white stripe overlapped

N scale Material Handling Car

Price: \$39.98 per set

Manufacturer:

Kato USA
100 Remington Rd.
Schaumburg, IL 60173
www.katousa.com

Description:

Easy plastic car kit

Features:

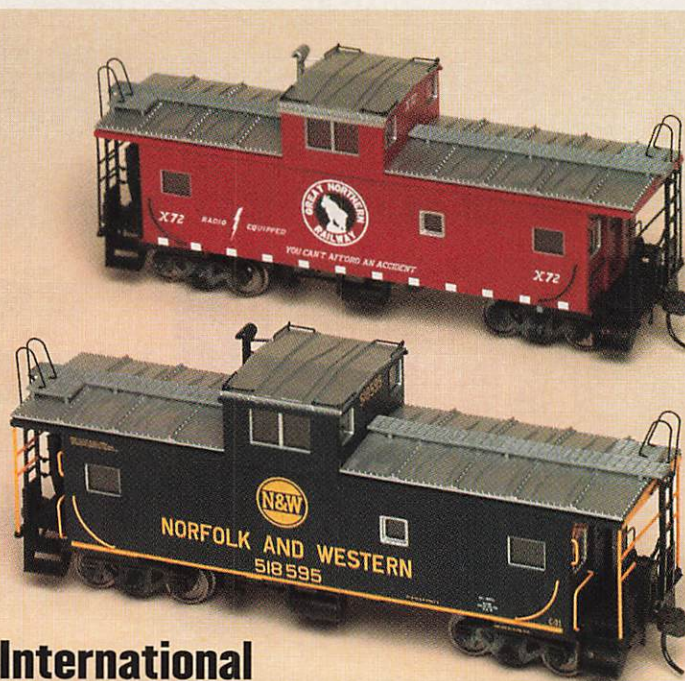
Kato magnetic knuckle couplers
Separately applied door-opening wheels and side ladders
Truck electrical pickup contacts

Road names:

Set C1: Amtrak Phase III
nos. 1524 and 1547
Set C2: Amtrak Phase III
nos. 1508 and 1553

the red and blue stripes, creating a pinkish and light blue tone rather than a crisp separation. Blue specks were also evident on the white stripe, but none of these problems are apparent under normal viewing conditions.

This good-looking model will make a fine addition on the end of any Phase III- or Phase-IV era Amtrak train. — P. S.



HO International standard cupola caboose

Atlas is producing a well-detailed, ready-to-run HO caboose based on the International Car Co.'s popular welded steel standard-cupola design of the 1960s and early 1970s. International's specialty was building cabooses, and thousands of their products served railroads across North America.

Standardized components gave International cabooses a family appearance, but each caboose was built to match individual railroad specifications. This accounts for the numerous variations in their overall dimensions, cupola size, window sizes and locations, and optional fittings. Caboose specifications even varied from order to order for the same railroad.

Obviously, with so many prototype variations, it would be commercially impractical to have tooling made for each version. Instead, Atlas followed a "typical" 1960s car that's close to prototypes International built for the Great Northern; Gulf, Mobile & Ohio; and the Maine Central. This means the model is close in appearance, but it's not an



exact representation of cabooses built for other railroads.

As an example, Great Northern's cabooses, numbered X66 to X85 (built in November 1963) were 24" longer and 4" taller (over the cupola) than the model which Atlas offers decorated as GN cabooses X66 and X72.

International also built Norfolk & Western's class C-31 cabooses, numbered 518500 to 518699, between December 1968 and February 1970. These cars were also 24" longer than the model, but the cupola height is right on. However, the N&W had its cupola side windows located at the corners, rather than the middle of the cupola.

The model includes free-rolling Barber Bettendorf swing-motion caboose trucks with simulated Timken roller bearings. These trucks have acetal plastic rigid frames and blackened metal wheelsets which meet National Model Railroad Association standards.

Accumate magnetic knuckle couplers come body-mounted on the model at the correct height. Atlas also includes a set of horn-hook couplers.

The detailing on these models is excellent, with finely cast, individual plastic grab irons, end ladders, and see-through running boards. The end railings measure just under a scale 2 1/4" in diameter, while the individually applied grab irons are 1 1/4" in diameter.

I found a bit of flash on both the brakewheels and the smokejack, which can be easily removed with a needle file and touched up with paint.

The body shell is impressive, especially the fine rivet detail on the roof. Although the safety chain links are a bit larger than scale, they are cast in black plastic and tend to blend right in.

Atlas gets high marks again for its excellent painting and lettering. The paint on our GN sample is a good match for Vermillion Red, and the silver is neatly applied. The lettering on both models is crisp and legible. A great touch on the GN caboose is the herald on the end splash guard, while the N&W caboose has appropriate safety stripes on each side of the end doors.

Our samples weighed 3 1/2 ounces each, which meets the NMRA's recommended practice of one ounce plus 1/2-ounce for each inch of carbody length.

The body shell can be removed from the one-piece cast floor and frame to add more weight or detail the interior. Gently pull the bottom of the end-rail assemblies from the frame, and carefully pry the sides of the body away from the floor. There are four clasps just inside the bolsters that hold the body to the floor. I disengaged these by slipping the end of a scale rule between the floor and the body shell.

Overall, these are excellent models of a common prototype that's just right for HO layouts showcasing the 1960s and 1970s. — P. S.

HO scale standard cupola cabooses

Price: \$20.95 to \$25.95

Manufacturer:

Atlas Model Railroad Co.
603 Sweetland Ave.
Hillside, NJ 07205
www.atlasrr.com

Description:

Ready-to-run plastic car

Features:

Accumate automatic couplers
Free-rolling blackened metal wheels
See-through running boards
Separately applied grab irons
Weight: 3 1/2 ounces

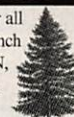
Road names:

(Two road numbers per road name)
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Great Northern
Gulf, Mobile & Ohio
Maine Central
Montana Rail Link
Norfolk & Western (blue and silver)
Norfolk & Western (red and white)
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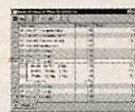
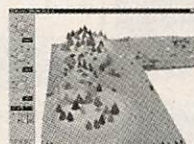


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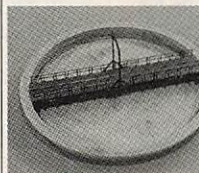
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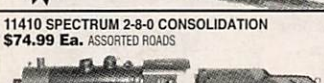
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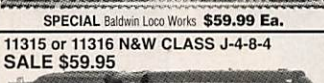
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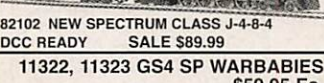
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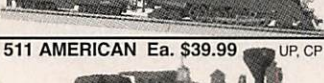
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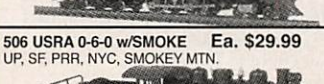
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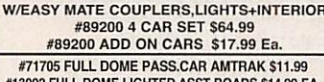
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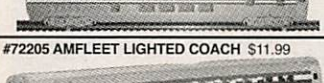
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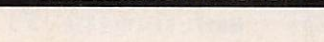
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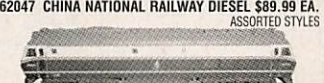
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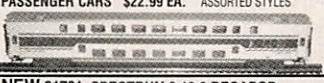
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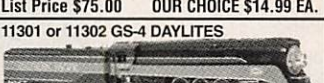
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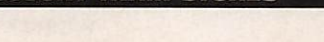
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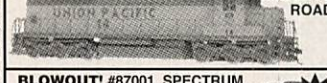
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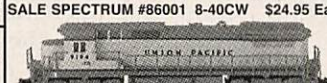
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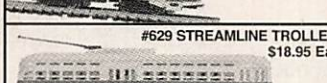
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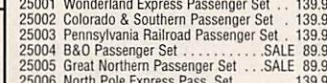
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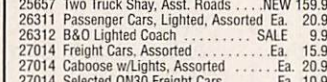
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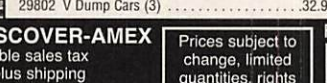
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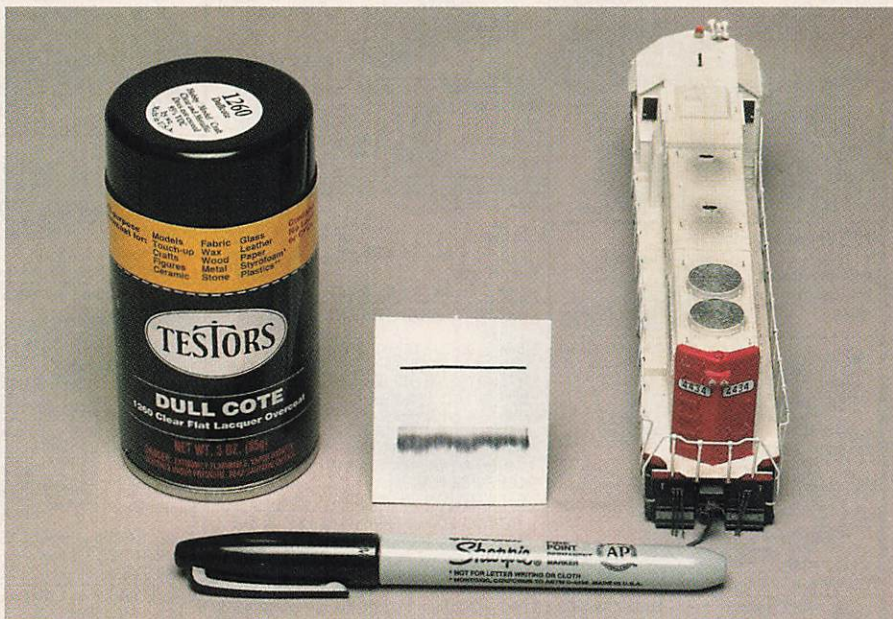
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Workshop

Conducted by Paul Schmidt

Sharpies work best after a flat finish



JIM FORBES

One of my favorite uses for Sharpie markers is for outlining the black rubber gasket rings on locomotive number boards and windows. The ink in these permanent markers (made by Sanford Corp., www.sanfordcorp.com) will adhere to most surfaces.

I have, however, learned one important lesson about these markers: Sharpies and Testor's Dullcote don't mix

well! The solvents in Dullcote react with the ink, causing it to separate and run. The first unfortunate victim I tried the outlining technique on was a Soo Line GP7 that wound up with black streaks through its white number boards.

Now I outline number board gaskets with my Sharpie marker after I've weathered and sealed the locomotive. — David Popp, associate editor

Q. Adding Elesco feedwater heaters: I have been searching for any article on adding Elesco feedwater heaters to steam locomotives, but have come up blank. I would suggest an article be aimed at people like me who haven't a clue about what plumbing is required for an Elesco installation.

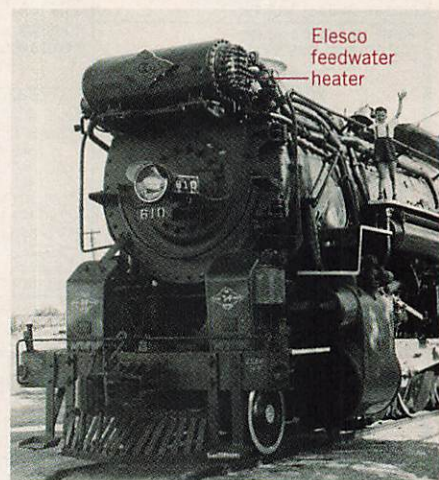
ROGER TRAVISS

VICTORIA, BRITISH COLUMBIA

A. You won't have to wait for an article, Roger, because the *Model Railroader Cyclopedic: Vol. 1, Steam Locomotives* has extensive notes and drawings showing all of the piping and fittings in an Elesco feedwater system, as well as most of the other popular types of feedwater heaters.

You can purchase a copy by phone at 800-533-6644; via the Internet at www.trains.com; or by e-mailing customerservice@kalmbach.com.

— Jim Hediger, senior editor



TRI-FOTO STUDIOS

The Texas & Pacific was among several North American railroads that ordered some of its modern steam locomotives equipped with the distinctive Elesco feedwater heater.



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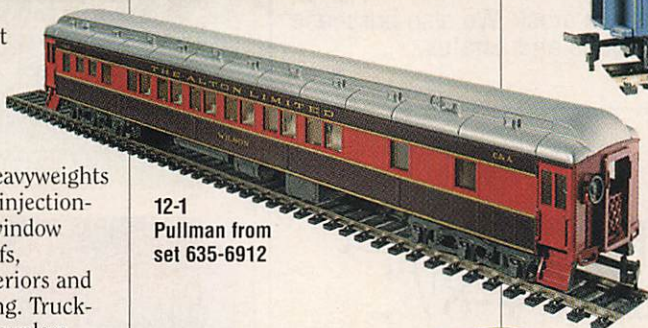
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12-1
Pullman from
set 635-6912



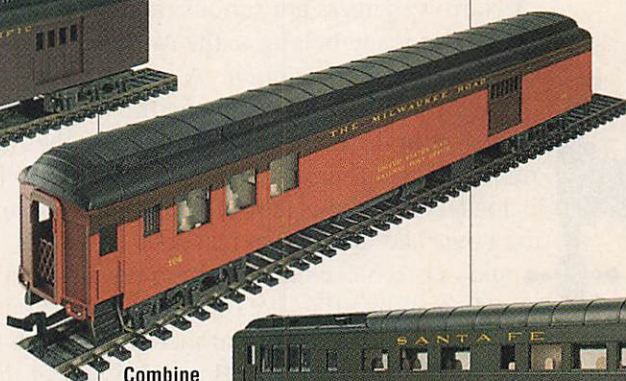
Baggage/Express from set 635-6896



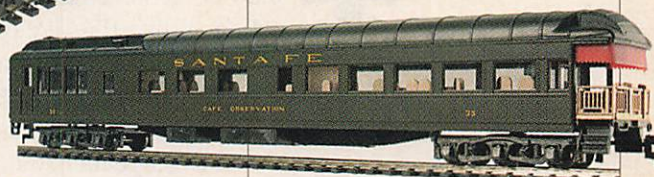
Duplex
Sleeper from
set 635-6931



RPO/Baggage
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Workshop

TRACK THE BEGINNERS

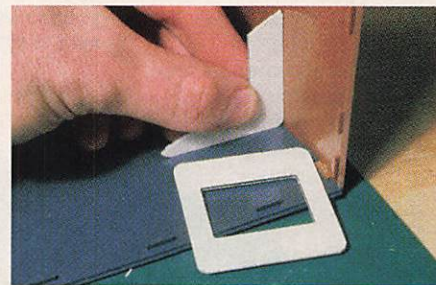
In the May 2002 issue we asked new model railroaders to tell us why they wanted to build the Spokane Valley & Northern, featured on pages 68-69 of that issue. We also promised to answer our winners' layout-building questions beginning in this issue. (You can meet the winners in MR News beginning on page 34.)

Q. Benchwork: Are there any additional concerns for the benchwork so that I can attach other 4 x 8 sections at a later time? Also, what length of cars would appear most realistic on this layout?

JIM MARTIN
FORT WAYNE, IND.

A. Jim, it's important to ensure the frame is assembled squarely and plumb. This will make attaching new sections easier.

Forty-foot cars will look better on the layout's 18"-radius curves, although 50-foot cars can typically negotiate these sharper curves without much difficulty.
— Paul Schmidt, associate editor



JEFF WILSON

Keeping structure kits square: Old cardboard slide mounts work well for keeping corners of structures square and in line. Cut them in half diagonally and glue them in place with cyanoacrylate adhesive (CA). These are especially handy when building complex plastic structures or wood kits that otherwise tend to warp or bow. — Jeff Wilson, Racine, Wis.

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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MR News

CONDUCTED BY DAVID POPP

Meet the winners!

In the May 2002 MODEL RAILROADER we invited new model railroaders to tell us in 200 words or less why they wanted to build the Spokane Valley & Northern, featured on pages 68-69 of that issue. We received more than 280 letters by the May 15 deadline! Thank you to all who participated.

Our three winners (shown here) will each receive a \$500 gift certificate to the hobby shop of their choice, and throughout the coming months, we'll be answering some of their questions in the magazine as they build their first model railroads. — *Paul Schmidt*



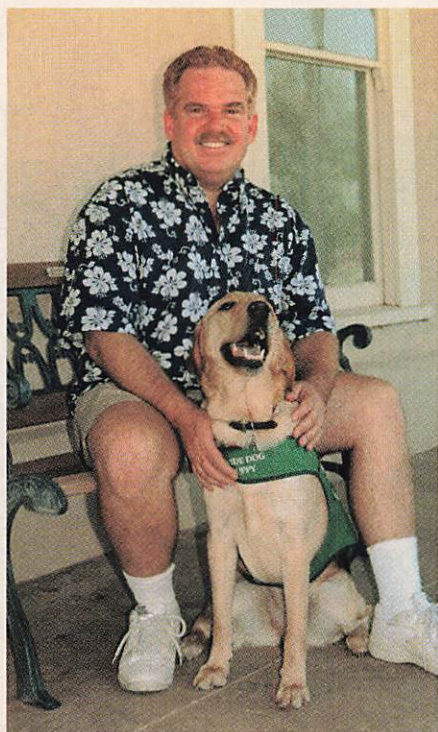
MICHAEL PETRUZZELLI

Dominic Petruzzelli, 14, is a student at Anacortes High School in Anacortes, Wash. In addition to being active in his church, Dominic is an honor-roll student, plays several musical instruments including the violin, piano, tuba, and bass xylophone, and has developed Web sites for his middle school.



DENISE MARTIN

Jim Martin, 47, has had an interest in model railroading and railroads for many years, but has only recently delved into the hobby. A field service engineer who works with materials testing equipment, Jim lives in Fort Wayne, Ind., with his wife and three children. His layout will be the Wayne-Haven Central.

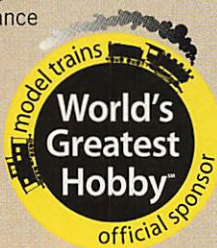


AMY WILSON

Tim Gilliland, 48, is a sixth-grade teacher from Yuma, Ariz. He's been interested in model railroading for the past 38 years, but has never had a permanent layout. He enjoys researching railroad history, and his favorite railroad is the San Diego & Arizona Eastern. Tim and his wife, Karen, have two daughters and their family raises guide dog puppies for Guide Dogs for the Blind.

Mark your calendar

In conjunction with November being National Model Railroad Month, we're announcing the second-annual "Take a Train to Work Day." Whether it's the prized locomotive of your fleet, a structure you're particularly proud of, or your favorite caboose, bring it to work on November 15 and share it with your colleagues. You can give those not involved in the hobby a chance to see why model railroading is fun and perhaps convince them to become part of the World's Greatest Hobby. — *Cody Grivno*



NICHO YOUNG

In the spirit of "Take a Train to Work Day," George Grigg of Nashville, Tenn., found a good use for one of those obtrusive support columns in his office building. With the help of several of his co-workers, George built this G scale train display around one of them.

Attention custom builders

For future publication, we are currently compiling a list of custom model railroad builders. Please send information about your company, your specialties, and customer contact information to Custom Builders, MODEL RAILROADER Magazine, 21027 Crossroads Circle, P. O. Box 1612, Waukesha, WI 53187-1612.

► INDUSTRY NEWS

Roco is back in the U. S. market

Roco Modellspielwaren GmbH of Salzburg, Austria, has entered into a new partnership with E-R Model Importers, Ltd. of Newark, N. Y., to distribute its products in North America. Roco has also announced the release of many new American prototypes in HO scale including a 4-6-6-4 Challenger, a GG1, and an AC4400 locomotive.

In addition, E-R Models will carry Roco's complete line of DCC plug-and-play components, the Roco-Line track system, its extensive line of European locomotives and rolling stock, and the Minitanks line. With E-R, Roco is also establishing a repair and parts supply service in North America, complete with e-mail hot-line support.

In the past, Roco has produced a variety of models that were sold in the United States, including the early Atlas SD24, SD35, GP38, and GP40, and the Life-Like 2-8-8-2. — *David Popp*



JIM HEDIGER

New from Roco this fall are two American-prototype Digital Command Control starter sets, both including a GP38 with a decoder installed, an oval of Roco-Line track, three freight cars, and Roco's plug-and-play DCC system with walkaround throttle.

New hobby shops

- Florida, Mt. Dora
All Aboard-South
115 W. Third Ave.
- Massachusetts, Swampscott
MJB Hobbies/Packages Plus Inc.
444 Humphrey St.

National Train Show wrap-up



JIM HEDIGER

MODEL RAILROADER editor Terry Thompson presents the Product of the Year award to Bill Wischer of Wm. K. Walther's, importers of the Rivarossi 2-6-6-6 Allegheny steam locomotive, which won the 2001 top spot.

The annual MODEL RAILROADER Magazine Readers' Choice Awards breakfast started the National Train Show, July 19-21, held in Ft. Lauderdale, Florida. Editor Terry Thompson and publisher Russ Larson hosted the event.

In a short speech before the ceremony, Thompson praised the guests for the fine quality and innovation exhibited by many of the products streaming into today's modeling market for all scales. The breakfast was attended by more than 60 people representing the various winning manufacturers of model railroad related products.

Once the show started, there was lots to see and do. Show chairman Tom Draper reported, "The attendance figure of 22,531 for the three-day event was better than anyone expected, and there was a lot of positive feedback."

Exciting news on the Digital Command Control front came from the DCC manufacturers' symposium. Attending company representatives all agreed that the focus of the future of DCC is to provide products that are simpler to install and use, and that locomotive sound systems will be the wave of the future.

Some of the new model railroad products on display included Athearn's preproduction samples of HO scale

► IN MEMORIAM

Ward Kimball

Ward Kimball, who epitomized the joy of collecting and operating toy trains, died on July 8, 2002, at the age of 88. He is survived by his wife, Betty, their three children, and a number of grandchildren and great-grandchildren.



ANDY SPERANDEO

A legendary animation artist at Walt Disney Studios, Ward created the character Jiminy Cricket and a host of other cartoon figures known around the globe.

As a toy train enthusiast, Ward put together an extraordinary collection of early American and European 19th- and 20th-century German, French, British, and American toy trains and accessories. His collection was featured in *Classic Toy Trains* October 1990 and March 1998 issues. He and his family also built and operated a three-foot-gauge line, the Grizzly Flats RR, at their home.

Ward was a delightful gentleman and will be sadly missed. — *Roger Carp, associate editor, CTT*

Bombardier commuter coaches, Con-Cor's preproduction sample of its North Shore Electroliner, and a sound system by SoundTraxx that makes your N scale locomotives shake the windows in your house (via a subwoofer, of course).

Another eye-catching product came from RailDriver, which showed three samples of realistic train cab controls designed for Microsoft's *Train Simulator*. Though scaled-down, the levers and dials let you, the operator, see at a glance the current state of the cab, just like the real thing.

And for those who simply wanted to watch the trains, more than a dozen operating layouts in all scales, including the Greater Florida Lego Train Club, provided nicely detailed model railfanning action. — *D. P.*

Send information about clubs, people, and events in model railroading to MR News, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail news@mrmsg.com.

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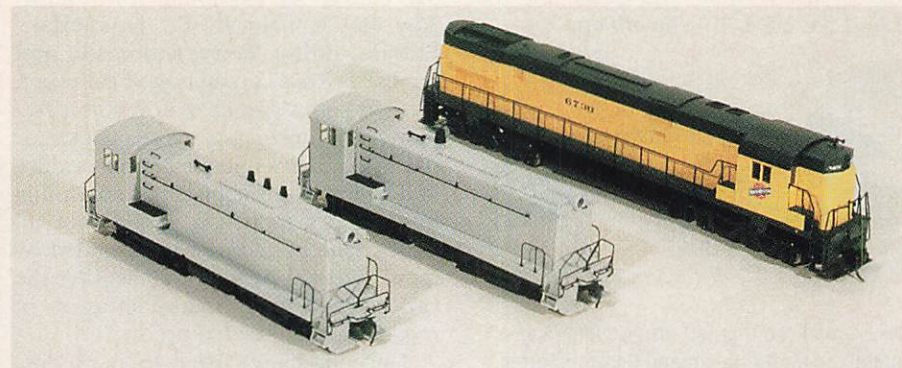
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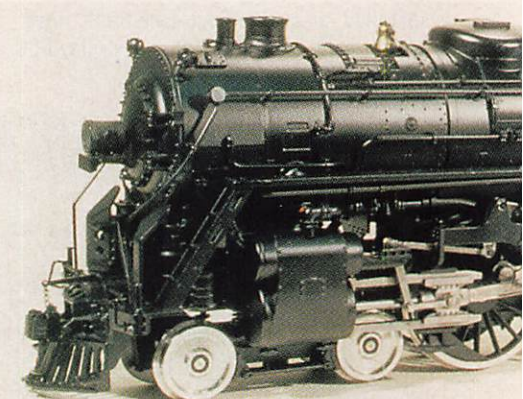
New products from the 2002 National Train Show

Fort Lauderdale, Fla., was the center of the model railroad universe from July 19-21 when it played host to this year's National Train Show. Held in conjunction with the National Model Railroad Association's annual convention, the show featured model railroad industry manufacturers and their new products plus a wide variety of club layout displays from Z to G scales and a number of model train dealers as well.

The following pages highlight some of the many new offerings manufacturers displayed during the show. For the latest new product announcements, visit www.modelrailroader.com.



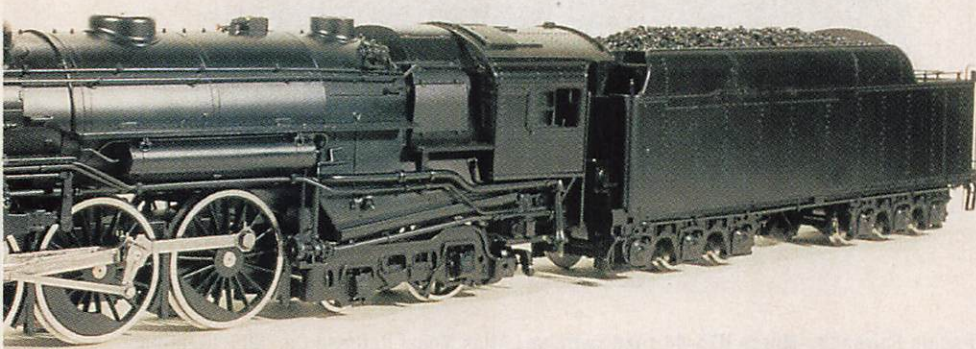
► 1:29 scale New York Central 4-6-4 Hudson: USA Trains, P. O. Box 100, Malden, MA 02148 (www.usatrains.com) displayed a preproduction sample of its upcoming ready-to-run die-cast metal NYC J1e Hudson steam locomotive. This new model features spoked drivers with stainless-steel rims, roller bearings on the drive axles, stainless-steel rods, and brass bell and whistle. The locomotives will be available with or without a Phoenix Sound System and decorated in six road names plus an undecorated version.





◀ HO scale Baldwin S-8 and S-12 switchers and Alco C-628 high-hood locomotives: Stewart Hobbies, 140 New Britain Blvd., Chalfont, PA 18914 (www.stewarthobbies.com) showed samples of its new plastic Baldwin S-8 and S-12 switchers, expected to be available in the fall of 2002. Stewart also displayed its Alco high-hood C-628 and C-630 locomotives, which feature new tooling.

▲ HO scale General Electric E33 electric locomotive: Bachmann Industries, Inc., 1400 E. Erie Ave., Philadelphia, PA 19124 (www.bachmanntrains.com) displayed a pre-production sample of its Spectrum GE E33 electric locomotive. The locomotive will be available in five road names and is due out later this year.



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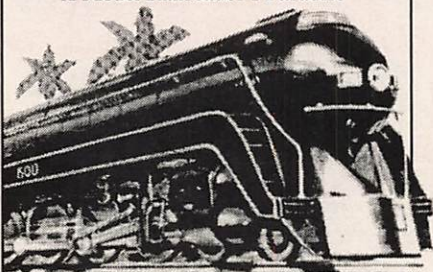
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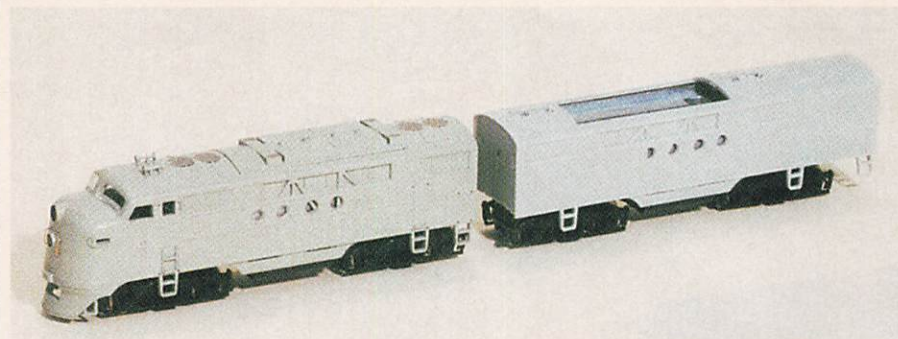
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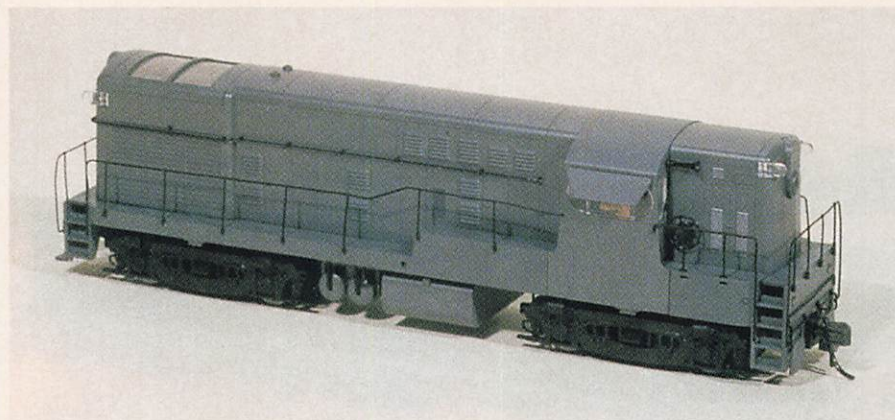
MR News



N scale EMD FT A&B unit locomotives: InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839 (www.intermountain-railway.com) displayed pre-production samples for its new EMD FT locomotive. The A-B sets will feature prototype-specific wire handrails, etched-metal grills, and dynamic-brake housings. The assembled, DCC-ready locomotives will be available early this fall.



HO scale EMD FP7: Roco Model Trains, distributed by E-R Model Importers, Ltd., 1000 S. Main St., Newark, NY 14513 (www.ermmodels.com) displayed samples of its EMD FP7 in six different road names, which will be upgraded versions of the Roco-built FP7 formerly available from Atlas and E-R Models. The new locomotives will be available with or without sound, feature new tooling and metal grills and handrails, and come in two road numbers each.



HO scale Fairbanks-Morse H15-44 road switcher: Atlas Model Railroad Co., 603 Sweetland Ave., Hillside, NJ 07205 (www.atlasrr.com) displayed a pre-production sample of its upcoming plastic FM H15-44 road switcher. The firm also plans to release an H16-44.

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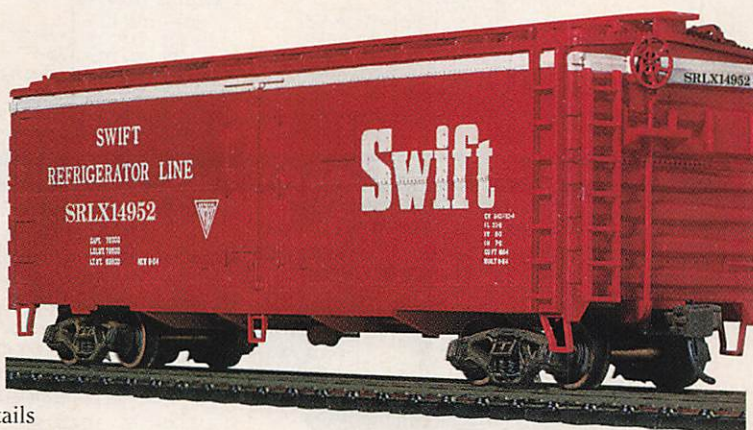
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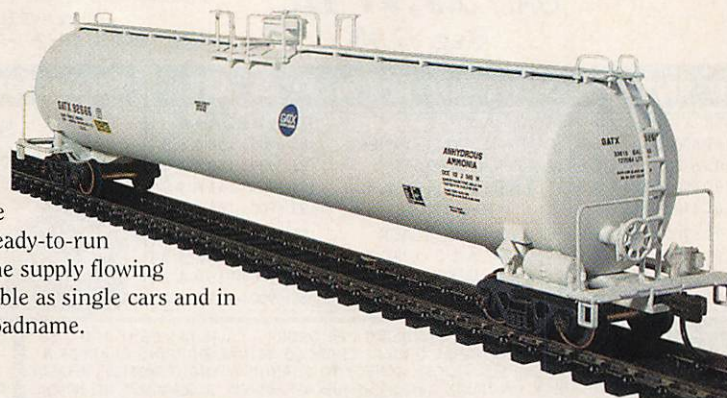
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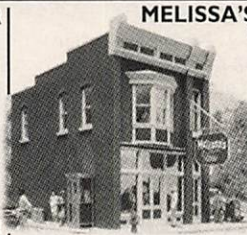
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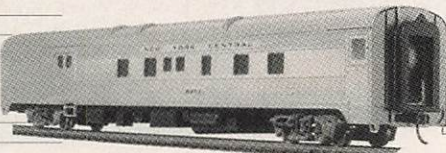
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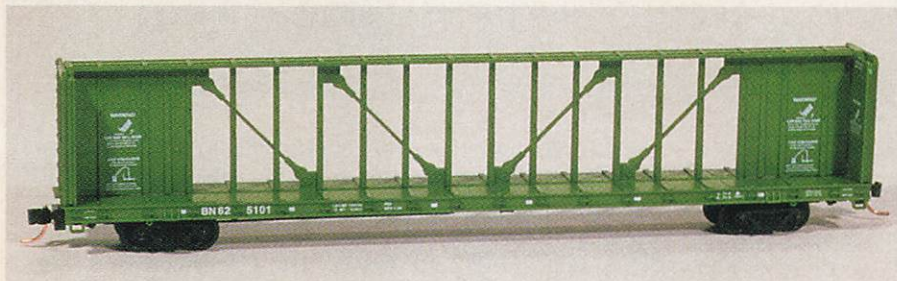


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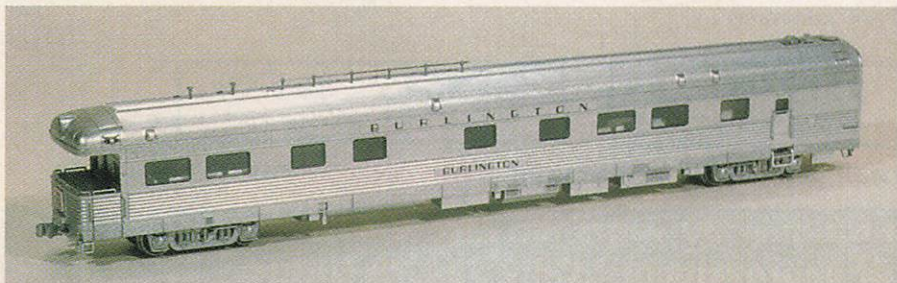
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O scale Pennsylvania RR RS-1: Atlas Model Railroad Co., 603 Sweetland Ave., Hillside, NJ 07205 (www.atlasrr.com) displayed its new Alco RS-1 in two- and three-rail versions. Both locomotives will be available with Lionel TrainMaster Command Control featuring the Rail-Sounds digital sound system. The locomotives are expected in September 2002, decorated in eight different road names.



N scale Burlington Northern center-beam flatcar: Red Caboose, P. O. Box 250, Mead, CO 80542 (www.redcaboose.com) showed samples of its new 73-foot center-beam flatcars. The cars feature Micro-Trains trucks and couplers and will be available in four road names.



H0 scale Chicago, Burlington & Quincy business car: Kato USA Inc., 100 Remington Rd., Schaumburg, IL 60173-3705 (www.katousa.com) has a plastic Budd business car available in ten different road names. This is the first American prototype passenger car for Kato in H0 scale and features finely scaled body details, window gaskets, interior, and marker lights.



N scale Northern Pacific USRA 4-6-2: Model Power, 180 Smith St., Farmingdale, NY 11735 (www.modelpower.com) showed its United States Railroad Administration light 4-6-2 Pacific steam locomotive. The model features a die-cast metal boiler and will be available beginning in late summer 2002 in ten different road names and an undecorated version.

Continued on page 45



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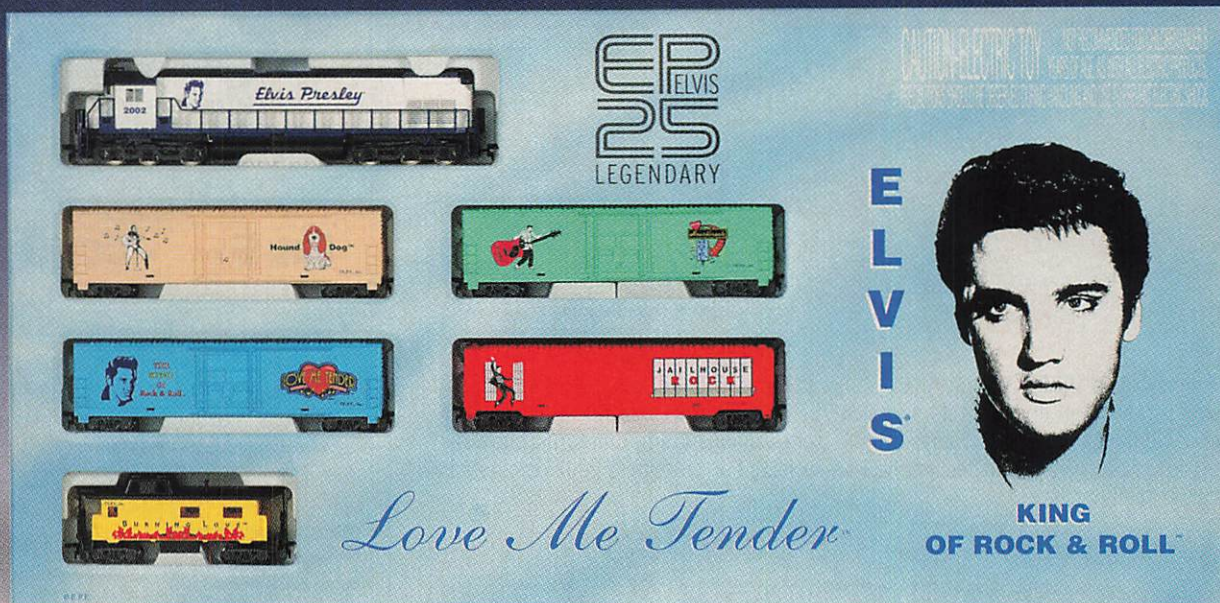
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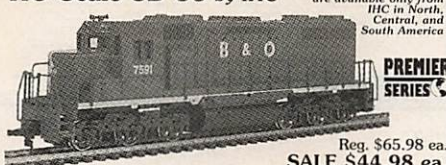
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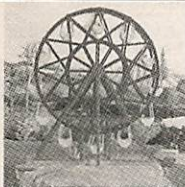
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14-304 Diamond Lumber Co.
14-305 Woodside Lumber Co.
14-306 Unlettered



Fine Detail!

HO Scale 2-6-0 Mogul by IHC

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COAL TENDERS	M548 LV	M546 L&N	M538 NH	M543 B&M	M551 NP	M537 Cntrl of GA	M529 PRR	M545 C&O	M544 Reading	M534 C&NW	M530 SP	M532 Central VT	M539 T&P	M549 FEC	M542 Undec	M556 West MD
M528 ATSF	M546 L&N	M538 NH	M543 B&M	M551 NP	M537 Cntrl of GA	M529 PRR	M545 C&O	M544 Reading	M534 C&NW	M530 SP	M532 Central VT	M539 T&P	M549 FEC	M542 Undec	M556 West MD	

PREMIER SERIES

OIL TENDERS	M515 B&O	M526 B&M	M516 C&NW	M514 Central VT	M522 IC	M520 NH	M518 NYC	M511 PRR	M513 Southern	M521 T&P	M524 Undecorated
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HO Scale 4-4-0 Americans by IHC

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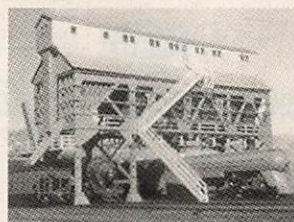
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M815 B&M (RD #401)	M817 L&N (Rd #108)
M813 CN (Rd #40)	M812 NH (Rd #1274)
M805 C&NW (Rd #643)	M806 NYC (Rd #998)
M820 Lackawanna (#987)	M808 Reading (Rd #419)
M811 GB&W (B/W Lettering)	M814 Undecorated
M809 IC (Road #961)	M822 V&T (Road #11)
M819 Lehigh Vly (Rd #203)	

N Scale Coal Bunker by IHC

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N Scale Stock #5300
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SALE

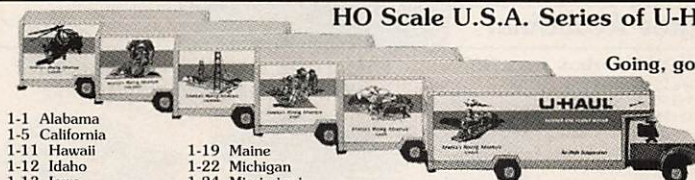
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2762A Steel 9' Straight Terminal98	.25
M210 Steel Curved Track (Bulk).....	.45	.14
M223 Steel 9' Straight Terminal45	.14
M224 Steel Curved Rerailer Terminal Track ...	2.50	.19
M238 Steel 6' Straight Track (Bulk)45	.10

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- 1-30 New Jersey
- 1-34 North Dakota
- 1-35 Ohio
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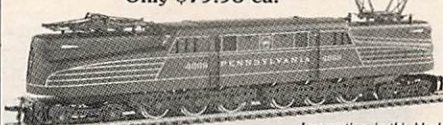


23152 ATSF #605	23162 D&RGW #772
23155 Canadian Nat. #348	23174 NYC&Hud Riv #1766
23156 Central Pacific #825	23181 SP #2282
23158 C&O #401	23207 NYO&W
23159 Milwaukee Road #612	

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TUSCAN RED	M9665 Black R.F. Kennedy
M9650 5-Stripe #4828	M9681 Black Jack #2 #4809
M9654 Single Stripe #4907	M9684 Yellow Stripe & White Numbers
M9656 5-Stripe #4856	CONRAIL
M9669 5-Stripe Washington Crash	M9659 Blue
M9682 5-Stripe #4912	M9679 Black w/Yellow Stripe #4883
M9683 5-Stripe #4929	AMTRAK
BRUNSWICK GREEN	M9662 Bloody Nose
M9651 #4828	M9680 Black/Yel Strp #929
M9653 Black Jack #4935	M9685 #930 White Stripe & White Lettering
M9657 5-Stripe #4856	OTHER ROADNAMES
M9658 5-Stripe Futura	M9670 Milwaukee
M9678 5-Stripe #4843	M9652 Silver #4880
OTHER COLORS	M9661 Pre-Loewy #4889
M9652 Silver #4880	Black & Gold
M9661 Pre-Loewy #4889	M9671 NH, McGinnis
Black & Gold	Orange-Black
	Orange-White-Black

HO Scale 2-8-0 Consolidation by IHC

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M9500 ATSF	M9524 MKT (KATY)
M9502 Baltimore & Ohio	M9525 MOPAC
M9504 Boston & Maine	M9527 New Haven
M9505 Canadian National	M9528 New York Central
M9508 Chesapeake & Ohio	M9529 NYO&W
M9510 C&NW	M9530 Nickel Plate Road
M9509 CB&Q	M9531 Norfolk & Western
M9513 D&RGW	M9532 Northern Pacific
M9543 Duluth Missabe & IR	M9533 Pennsylvania Lines
M9514 Erie	M9535 Rock Island
M9516 Great Northern	M9536 Seaboard
M9546 Grand Trunk Western	M9537 Southern
M9517 Illinois Central	M9538 Southern Pacific
M9518 Kansas City Southern	M9549 SP&S
M9547 Lehigh & Hudson R.	M9550 Undecorated
M9520 Lehigh Valley	M9539 Union Pacific
M9521 Louisville & Nashville	M9540 Washash
M9522 Maine Central	M9541 Western Maryland
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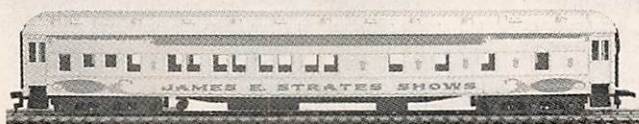
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12554 RH Remote Switch, Brass	12.98	5.98
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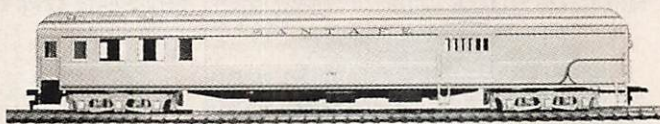
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Western Star
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Blue Comet
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Chicago & Alton

Chicago & North Western,
The North Western Ltd.
Delaware & Hudson
Denver & Rio Grande Western
Erie
Frisco, Firefly
Great Northern
Gulf, Mobile & Ohio
Kansas City Southern
Lackawanna, Gray & Maroon
Lehigh Valley, Red
Lehigh Valley, Asa Packer
Long Island

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49758 4 Car Set - \$31.96/set

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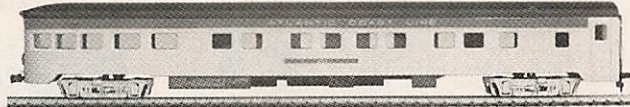
49730 Observation, Ferdinand Magellan (Ronald Reagan)
49731 Observation, David Livingston (Thomas E. Dewey)
49732 Observation, Roald Amundsen (Franklin D. Roosevelt)
49737 Combine, 1401 (Communications)
49738 Sleeper 12-1, Imperator (Presidential Staff)
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Illinois Central
IC, City of Miami
Kansas City Southern
Louisville & Nashville
Lackawanna
Lehigh Valley
MoPac, The Eagle
Norfolk & Western
New Jersey Transit™
Northern Pacific
New York Central
NYC, Mercury

PRR, Fleet of Modernism

PRR, East Wind
PRR, Tuscan Red
Reading
Richmond Fredricksberg &
Potomac
Rock Island
Southern Pacific
Spokane Portland & Seattle
Undecorated
Union Pacific
Via

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Baggage
RPO
Combine
Coach
Sleeper
Vista Dome
Dining Car
Observation

CORRUGATED SIDE

ROADNAMES

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Algoma Central
Amtrak
Santa Fe
Boston & Maine
Baltimore & Ohio
Chesapeake & Ohio
C&O, Chessie
California Zephyr
Burlington
Canadian Pacific

Delaware & Hudson

Denver & Rio Grande
Florida East Coast
Frisco
Louisville & Nashville
L&N, The Hummingbird
MoPac
New Haven
New York Central
NYC, Empire State Exp.
Penn Central
PRR, Fleet of Modernism
PRR, Congress/Senator

PRR, Tuscan Red

Reading
Rock Island
RI, Rocky Mtn. Rocket
Seaboard
Seaboard Coast Line
Southern
Southern Pacific
SP, Sunbeam
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for IHC Passenger Cars

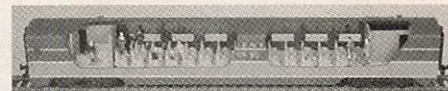
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24005 CNJ (Red Baron)	24014 SP (Gray/Red/White)
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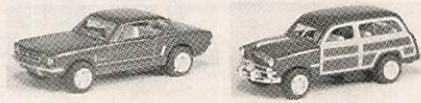
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Micro-Trains Line Co., P. O. Box 1200, Talent, OR 97540-1200 (www.micro-trains.com) displayed its new EMD FT A-B sets. The DCC-ready locomotives feature powered A and B units and road-name-appropriate detail parts. The FTs will be released early this fall.

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UP City of Los Ang. 14 cars & 3 unit F2 set, CP Yel/Brown UP/Wabash City trains: St Louis, Los Angeles, Portland, San Fr.
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UP/CP Golden Spike set, FP N Milw Road Olympian Hiawatha
WC FP45, FP Maroon/Cream Set and Super Dome car, FP
WC SDL39, FP Mar./Cream PRR GG-1 Electric, FP
O GN P-2 4-8-2, FP Black PRR Q-2 4-4-6-4, FP
PRR B-6sb 0-6-0, FP SP 4-10-2 3 cylinder, FP
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1232083	Southern Pacific	\$12.99	\$11.04
1232539	Western Pacific	\$12.99	\$11.04
1232609	Colorado Narrow Gauge	\$12.99	\$11.04
1232656	Pennsylvania Railroad	\$12.99	\$11.04
1232836	Those Magnificent Trains	\$12.99	\$11.43

Note: All prices subject to change by manufacturer ~ Check us out at: www.cabooshobbies.com



HO scale New York Central steel bay window caboose: Wright Trak Railroad Models, 886 Rocky Branch Rd., Clarksville, GA 30523 (www.wrighttrak.com) has a one-piece urethane-cast Despatch Shops 1949 steel bay window caboose as built for the NYC and several other railroads. The kits include detail parts from Kadec, Tichy, and Details West and are available with or without NYC decals.



HO scale Amtrak AMD 103 with Acela paint scheme: Wm. K. Walther's, Inc., P. O. Box 3039, Milwaukee, WI 53218 (www.walthers.com) displayed a sample of the GE AMD 103 in Amtrak's new Acela paint scheme. The plastic locomotives, made by Athearn and distributed by Walther's, will be available in three individual road numbers with a fourth number available in a train set including three of Walther's Superliner cars.



HO scale USRA 0-6-0: Life-Like Products, 1600 Union Ave., Baltimore, MD 21211 (www.lifelikeproducts.com) is offering a plastic ready-to-run United States Railroad Administration 0-6-0 as part of its Proto 2000 Heritage Steam Collection. The new locomotive features over 120 hand-applied detail parts and comes DCC-ready in six road names.

Continued on page 50

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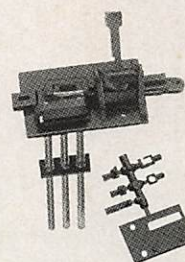
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3303	NYC PA-1 Diesel	\$39.95
3645	Amtrak AMD103 #838 Diesel	\$44.95
3648	AMTRAK AMD#103 P42	\$49.95
4467	SOO Line SD40-2 dummy	\$29.95
4771	EMD GP60 dmy undecorated	\$29.95
4936	BNSF GE C44-9W Diesel	\$49.95
G9005	NYC 2-8-2 Light Steam #5154	\$129.95
G9012	CN USRA 2-8-2 steam engine	\$99.95
G9027	NH 2-8-2 Steam Loco	\$124.95

ATLAS (ATL-)		
8571	Amtrak AEM-7 Loco #908	\$99.95
8578	MARO AEM-7 #4902 diesel	\$69.95
8581	SEPTA AEM 7 #2305 diesel	\$51.95
8657	CR U23B diesel engine no #	\$74.95
8691	ATSF U23B #6310 Warbonnet	\$59.95
8692	AT & SF U23B 6319 diesel	\$59.95
8805	Ri ALCO S1 diesel #598	\$59.95

BACHMANN (BAC-)		
11301	SP Daylight GS4 4-6-4 steam	\$79.95
11416	B & M 2-8-0 Baldwin steam	\$95.95
11420	NY 2-8-0 Stock Model	\$89.95
61047	Mainstreet Trolley	\$17.95
82103	Spectrum N & W 4-8-4 steam	\$115.95

LIFELIKE (LIF-)		
21121	Maine Central E7 Diesel I #707	\$71.95
23309	NH USRA 0-8-0 steam #3404	\$199.95

RIVAROSSA (RR-)		
5447	NYC cab #5442 Hudson stm	\$159.95
5451	Santa Fe Blue Goose 4-6-4	\$187.95
5456	UP 4-6-6-4 challenger	\$224.95



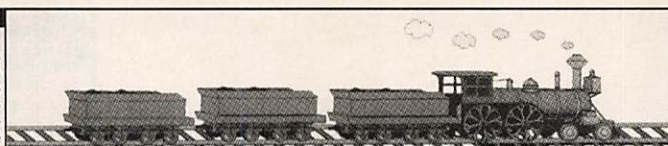
Riverrossa 5438 \$169.95
NPR 2-8-4 Berkshire w/d tender

MARKLIN (MK-) Z SCALE

ENGINES		
88602	The Capitol Ltd F7 A/B Set	\$199.95
88603	Milwa Road Loco w/ Caboose	\$164.95

ROLLING STOCK		
8624	DB Ballast Car	\$21.95
8648	DB Dinkelacker Beer car	\$13.95
82512	Milwaukee Road 3 Car Set	\$89.95
86001	Beer Car Furstenberg	\$13.95
87845	B and O Passenger 6 Car set	\$159.95
87846	ACL 6 Car passenger Car.	\$159.95

STARTER SETS		
81466	American Freight Starter Set	\$279.95
81562	Freight starter set Cube.	\$129.95
81565	Steam Freight starter set.	\$154.95



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00625	DELTA Freight Train delx Set	\$329.95
29176	DELTA Freight train starter set	\$139.95
29186	Basic Freight Starter Set	\$155.95
29536	Deluxe Freight Starter Set	\$276.95
29785	Delta Ice Starter Set	\$314.95
29785	ICE Delta starter set.	\$314.95

ENGINES		
3356	Delta Croc loco Cl	\$380.95
22594	UP Big Boy 2-rail DC	\$474.95
30032	DB 2-6-0 Steam Loco Cl 24	\$134.95
33622	Diesel F7 Loco AT&SF 98	\$215.95
34551	0-8-0 Steam Loco Cl	\$249.95
37610	UP CL600 PA-1 Diesel (L)	\$332.95
37668	DGTL Diesel Loco Class TMY	\$257.95

ROLLING STOCK		
4413	Dump Car	\$10.95
4417	Beer Car	\$14.95
4431	Gondola	\$12.95
4432	Wine Barrel Car	\$21.95
4440	Aral Tank Car	\$14.95
4442	Shell Tank Car	\$14.95
4631	Side Dump Car	\$31.95
4671	crane car w/ op crane	\$31.95
4699	Freight Baggage Car DRG	\$27.95
4756	Petroleum Oil Tank Car	\$35.95
4777	Santa Fe Caboose	\$37.49

43602	Santa Fe Sleeping Car	\$64.95
43603	Santa Fe Baggage Car	\$64.95
43614	Santa Fe Vista Dome Car.	\$79.95
44178	Beer Car "Kuppers Kolsch"	\$14.95
44267	Birthday Car	\$17.95
45647	UP 3-Boxcar Set	\$99.95
45680	UP Refrigerator 3-car Set	\$99.95
45702	UP Caboose	\$99.95
45800	UP Hopper 4 Car Set	\$109.95
46132	Auto Trans. Car	\$72.95
46274	Boxcar	\$15.95
46743	Wine Barrel Car.	\$39.95
46948	Flat Car	\$41.95
48759	Banana Car	\$23.95

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957	West India Fruit 40' Reefer (6)	\$29.95
1116	Williamette 72 flat Car.	\$5.95
3452	DRGW 50' N Am boxcar	\$11.95
3454	NYC 50' N Am boxcar	\$11.95
3458	Sterling Salt 50' N Am boxcar	\$11.95
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3882	CONRAIL 55' cushion coil car	\$11.95
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44004	JC RS1 diesel engine	69.95
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48325	New Haven GP-9 no #	59.95
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BACHMANN (BAC-)		
11265	PRR EMD F7A pwd #9651A	29.95
11267	PRR EMD F7A and F7B	42.95
81153	UP 2-8-0 Baldwin Steam loco	95.95
81154	B and O 2-8-0 BALDWIN	95.95
81254	NYC F7A and B SET	60.95
81456	Santa Fe Doodlebug	49.95
85070	C & NW GE DASH 8-40C #8	17.95
86051	UndecGE DASH 8-40 CW	29.95
86076	LMS GE DASH 8-40 CW #7	29.95

CONCOR (CON-)		
1003077	UP Hudson steam	159.95
3854	SP DYL-GS-4 w/Tndr	249.95

KATO (KAT-)		
126201	Erie USRA 2-8-2 Heavy	123.95
764304	Seaboard ALCO RSC-2	51.95
60007	C & O BLUE F7 TRAIN SET	131.95

LIFELIKE (LIF-)		
7071	D & RGW Alco PA & 2 B-Units	59.95
7084	UP ALCO PA w/ 2 B-Units	59.95

WALTHERS (WM-)		
1003061	Blue Goose 4-6-4 ATSF pwd	159.95



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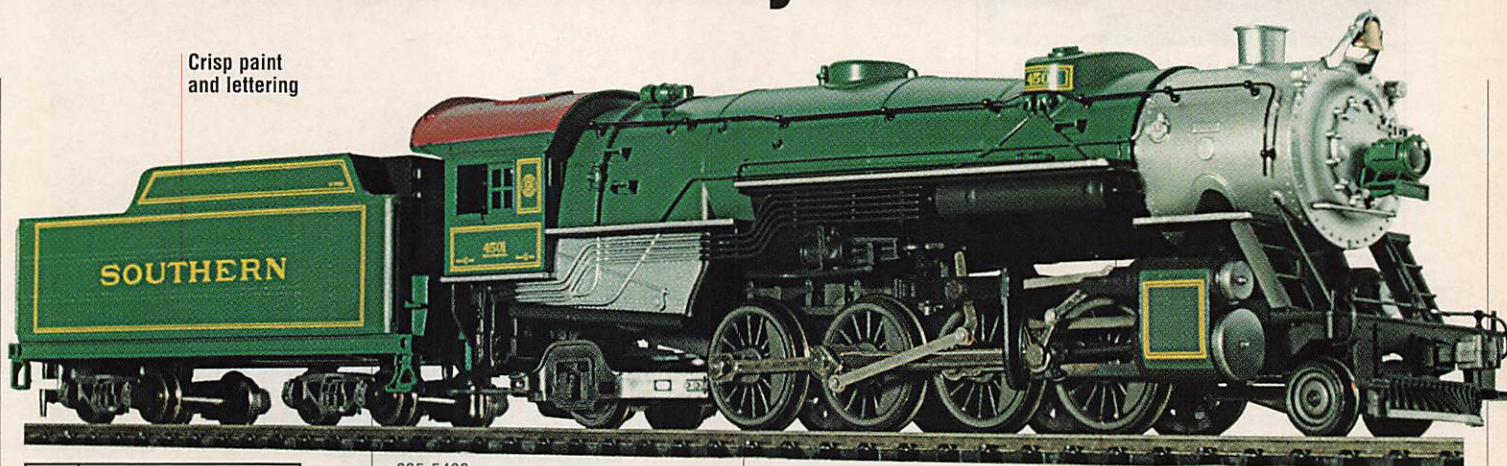
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635-5409 Southern #4501 with Short Tender
635-5411 Great Northern #3385 with Vanderbilt Tender

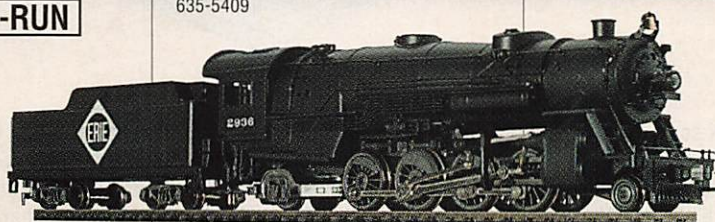
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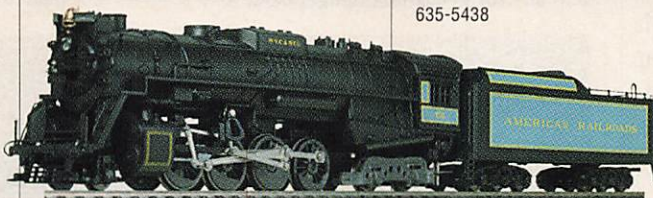


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635-5438



635-5437

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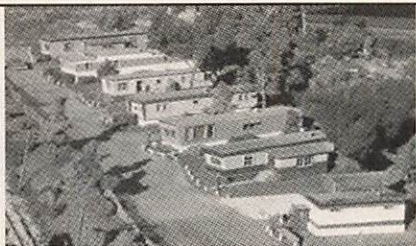
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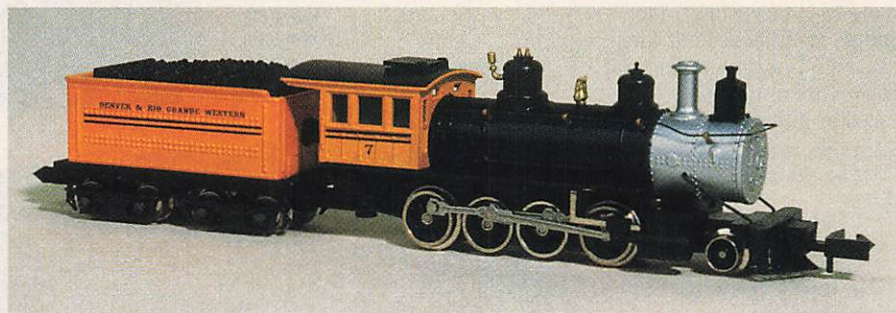
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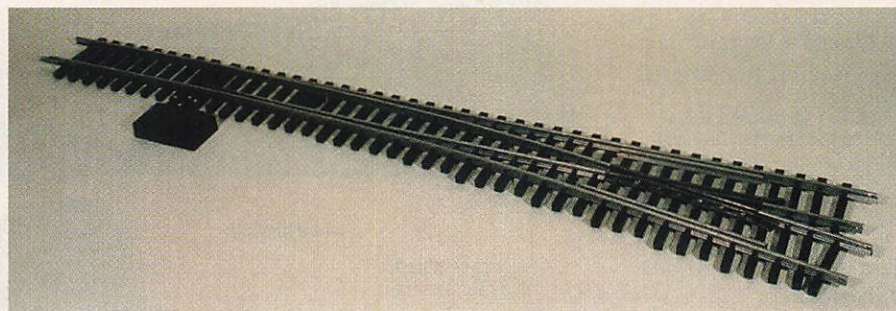
Continued from page 47



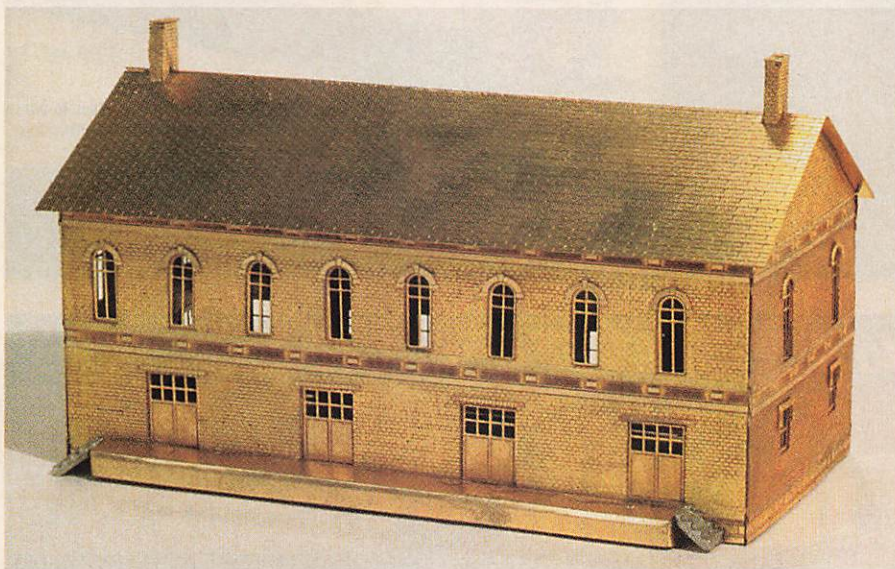
N scale Worcester Union Station: The N Scale Architect, 48 Kensington Ct., Hackettstown, NJ
07840 (www.the-n-arch.com) displayed a pre-production sample of the firm's new craftsman
kit for the Worcester, Mass., Union Station built in 1911. Its prototype still serves Amtrak and
the Boston Metropolitan Transit Authority (MBTA). The kit includes more than 1,000 laser-cut
wood, etched brass, and cast pewter parts and an illustrated instruction book.



N scale 2-8-0 steam locomotive: Model Die Casting Inc., 5070 Sigstrom Dr., Carson City, NV
89706 (www.mdcroundhouse.com) introduced its 2-8-0 Consolidation steam locomotive deco-
rated in a new Denver & Rio Grande Western "bumblebee" paint scheme. The die-cast and
plastic locomotive will be available in four road names to match MDC's line of N scale 36-
and 50-foot wooden passenger cars.



No. 1 gauge no. 6 turnout: Polk's Model Craft Hobbies, Inc./Aristo-Craft, 698 S. 21st St.,
Irvington, NJ 07111-4109 (www.aristocraft.com) displayed its new no. 6 turnout for 1:29 pro-
portion and other large scales which operate on No. 1 (1 1/4") gauge track. The manual turnout
features stainless-steel rail and molded plastic ties.



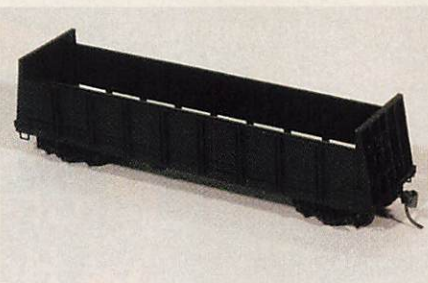
Z scale etched brass scratchbuilding parts: Micron Art, 8400 Washita Dr., Austin, TX 78749-3908 (www.micronart.com) introduced a new line of Z scale photoetched brass scratchbuilding structure parts including 15 different styles of doors, windows, and wall sections. These parts can be used in any combination to produce unique structures like the warehouse shown in the photo. Micron Art also plans to release these parts in N scale in the near future.



HO and N scale laser-cut kits: Bar Mills Scale Model Works, P. O. Box 609, Bar Mills, ME 04004 (www.barmillmodels.com) displayed three new kits for both HO and N scales. Whistle Stop Junction station and Waterfront Willy's structure kits both feature laser-etched siding, self-stick windows and doors, and cast pewter detail parts. The Lowboy modular bridge kit features laser-cut wood parts for fast assembly and modular construction of trestle bridges.



HO scale commercial neon signs: M-Tec, 4005 Seaport Blvd., West Sacramento, CA 95691 (www.mtec.com) displayed laser-cut plastic commercial neon signs in seven different colors and more than 35 designs.



HO scale pulpwood car: Tichy Trains, P. O. Box 39, Plainview, NY 11803-0039, showed a pre-production styrene pulpwood car used by the Atlantic Coast Line and Seaboard Coast Line railroads. Couplers are not included.

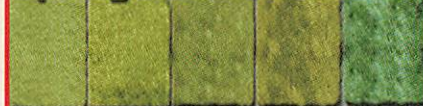
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SF71121	Spring Tone Medium Lawn	5mm tall grass
SF72021	Spring Tone High Pasture	8mm tall grass
SF72121	Spring Tone Pasture With Weeds	8mm tall weeds
SF73021	Wild Spring Tone Moorland	8mm tall weeds

Summer Assortment



Summer Sampler Set - 5 sheets 4" x 6" ea. \$16.75

Order # SF79922 - Set contains samples of the following:

SF71022	Summer Tone Short Lawn	2mm tall grass
SF71122	Summer Tone Medium Lawn	5mm tall grass
SF72122	Summer Tone Pasture With Weeds	8mm tall weeds
SF73022	Wild Summer Tone Moorland	8mm tall weeds
SF74022	Summer Tone Forest Floor	2mm tall cover

Late Summer Assortment



Late Summer Set - 5 sheets 4" x 6" ea. \$16.75

Order # SF79923 - Set contains samples of the following:

SF71023	Late Summer Tone Short Lawn	2mm tall grass
SF71123	Late Summer Tone Medium Lawn	5mm tall grass
SF72023	Late Summer Tone High Pasture	8mm tall grass
SF72123	Late Summer Pasture With Weeds	8mm tall weeds
SF73023	Wild Late Summer Tone Moorland	8mm tall weeds



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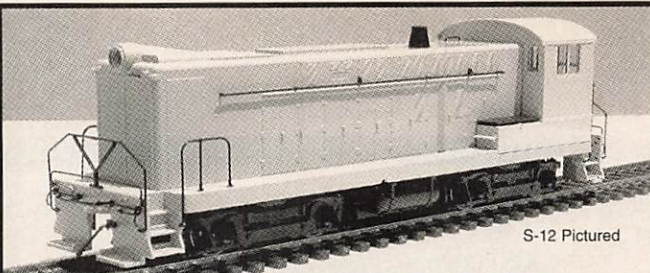
4823	B&O
4824	B&O
4825	MILW RD.
4826	MILW RD.
4827	Missouri Pacific
4828	Missouri Pacific
4829	Erie Lackawanna (B&Y)
4830	Erie Lackawanna (B&Y)
4831	Long Island
4832	Terminal RR Assn. (Grey)
4833	Terminal RR Assn. (Red)

Baldwin S-12 (1951-1956)

4900	Undecorated
4901	Pennsylvania
4902	Pennsylvania
4903	Baltimore & Ohio
4904	Baltimore & Ohio
4905	SP (Tiger Stripe)
4906	SP (Tiger Stripe)
4907	SOO (Black and Yellow)
4908	SOO (Black and Yellow)

Baldwin S-8 (1951-1956)

4880	Undecorated
4881	Rock Island
4882	P-R Seashore Lines



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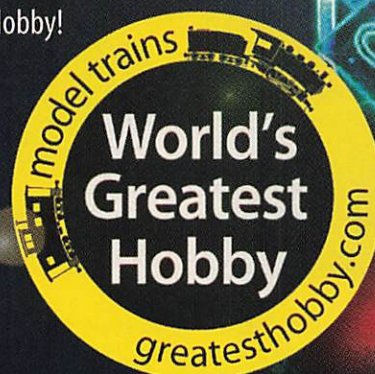


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HO scale phosphate covered hopper: Westerfield, 53 River Lane, Crossville, TN 38555 (users.multipro.com/westerfield) has released two versions of a steel Atlantic Coast Line class U-5 phosphate car which was used until 1968. Kit no. 10201 represents the car as originally built in 1923, and kit no. 10251 (shown here) represents the same car after it was modernized in 1948.



Z scale SD45 diesel locomotive: American Z Lines/Ztrack Magazine Ltd., 6142 Northcliff Blvd., Dublin, OH 43016 (www.ztrack.com) displayed a pre-production model of an EMD SD45 decorated for the Atchison, Topeka & Santa Fe. The all-brass model is constructed by Ajin of Korea and is powered by an 8mm Faulhaber can motor with dual flywheels. The locomotive will be available next year in six road names with six road numbers for each.

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Build a compact shelf layout

PART 1

Great tips you can use
for a small layout

By Pelle Sjøberg • Photos by the author

After settling into my new home, I was ready to take up model railroading again. Unfortunately, I lacked the same space as my previous home, which housed my HO scale Tehachapi layout, featured in the March 1998 *MODEL RAILROADER*.

Still, I had a small spare bedroom and was considering a switch to N scale. I decided to stay with HO, however, for two reasons. First, my eyesight isn't getting better with age. Second, I'm more of a builder than an operator.

I decided to build a 2 x 9-foot HO scale diorama consisting of two 2 x 4½-foot sections. This way I could indulge my interest in model railroad photography, and I could replace a section with a new version at my leisure.

Dioramas and shelf layouts tend to have a lot in common, especially because of their typically linear scenes,



A Burlington Northern Santa Fe freight led by a former Santa Fe GP60M rolls through town on Pelle Sjøberg's 2 x 9-foot HO scale diorama. Pelle's techniques can be easily adapted to building any small model railroad.

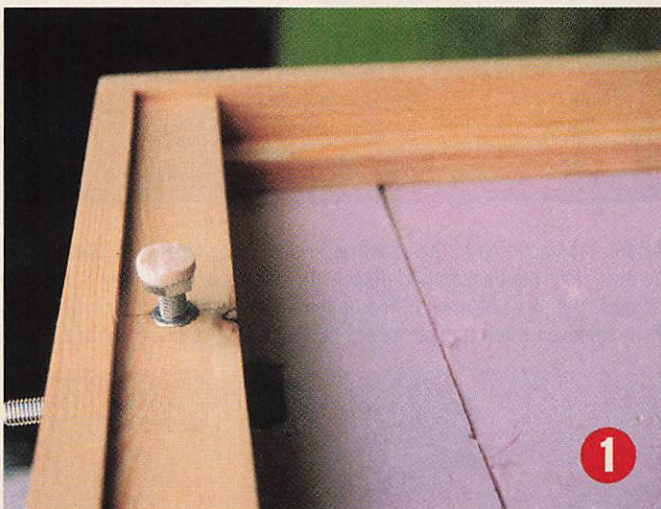
and you can adapt the techniques I'll outline for your layout.

Choosing a theme

I wanted something vastly different from California's Tehachapi Mountains, the theme of my previous layout. A trip to the Midwest provided the inspiration I needed. I decided one section would be a typical small-town scene with a grain elevator, while the other would feature a river and rolling hills.

In developing the track plan I balanced operating potential with prototypical appearance. While the track plan is simple, the diorama can be operated.

This month we'll build the benchwork, lay and paint the track, rough in the scenery, and paint the backdrop.

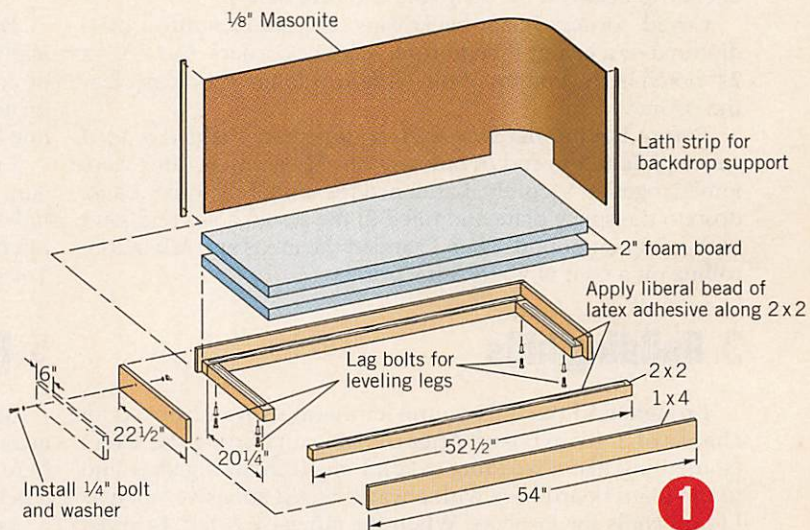


Underneath each end of the diorama's 2 x 4½-foot sections are two ¼" x 2" lag bolts used as leveling legs. Pelle carved holes for hex nuts to hold the lag bolts, but ¼" T nuts are easier to install. Simply drill a hole and drive the nuts in with a hammer. Place a piece of scrap wood between the face of the T nut and hammer to prevent damaging the T nut.

1. Benchwork

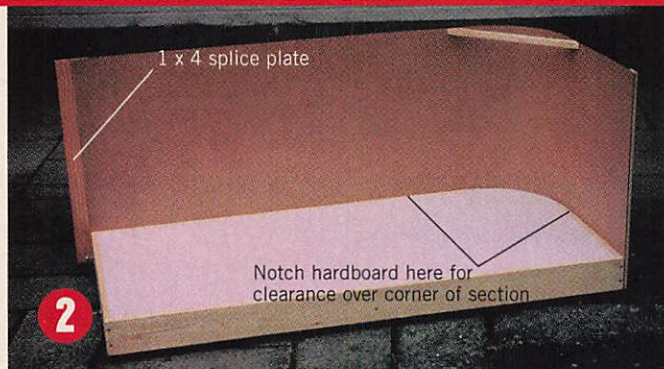
I wanted the diorama sections to be easy to move, so I built lightweight benchwork of wood and extruded foam board. I used pink foam, but blue or tan will work just as well. The illustration shows the dimensions and materials for a 2 x 4½-foot section. Make two if you're building a 2 x 9-foot diorama.

I designed my diorama to rest atop a bookcase, so I added ¼" lag bolts for leveling legs. Use T nuts to hold the bolts. I took a bit fussier approach and carved shallow holes for hex nuts, which I then drove in flush with a hammer. The T nuts would have been easier.

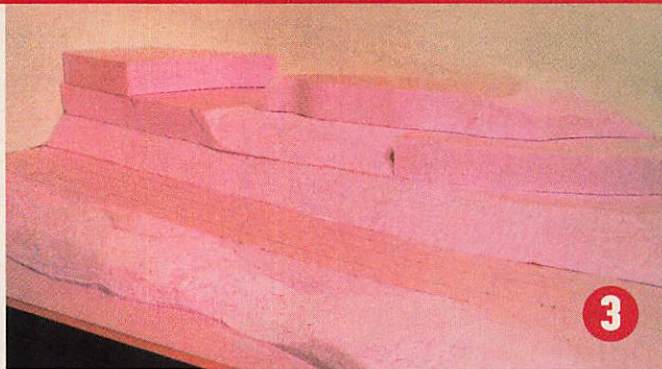


ILLUSTRATIONS BY RICK JOHNSON

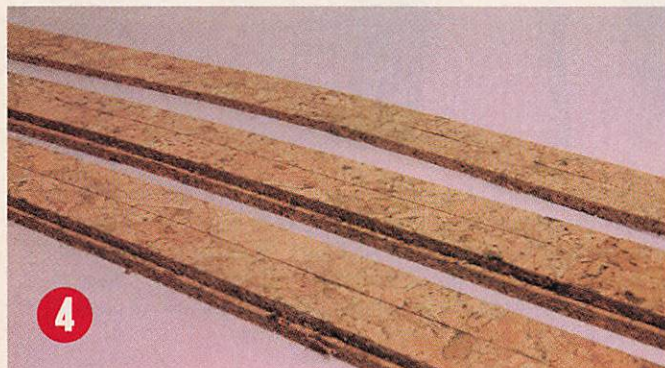
BUILD A COMPACT SHELF LAYOUT



Attach the backdrop to the benchwork with no. 6 wood or wallboard screws. Hold the backdrop in place with clamps while driving in the screws. The piece of wood in the upper corner is a temporary brace that Pelle removed when the hardboard had attained its curved shape.



Build up rough scenic contours with blocks of 2" foam board glued together with water-based adhesive. A sharp, serrated knife is good for cutting foam, and so are a hot-wire knife and a Surform rasp. Wear a dust mask, and work in a well-ventilated area if using a hot-wire knife.



Pelle built up the main line's ballast depth with two layers of cork roadbed; the siding in the back is one layer. For a smooth transition between the main line and the sidings, extend 6" to 8" of the second layer onto the siding and taper it with medium-grade sandpaper.

2. Installing the backdrop

The backdrop is $\frac{1}{8}$ " tempered hardboard cut from a 4 x 8 sheet. For a nominal fee suppliers will typically rip the sheet into the width you want. I supported the backdrop at one end of each section with a piece of lath strip, sandwiching the backdrop between the strip and the benchwork.

Coved corners make backdrops look more natural on a diorama or a layout than abrupt, angular corners. Cut a $3\frac{1}{2}$ " x 24" notch in the bottom of the backdrop so the sheet can clear the corner.

Before bolting the two sections together, I added a 1 x 4 splice plate to the end of one section. After the sections were joined together securely, I attached the end of the other backdrop to the splice plate and filled in the screw holes and joint with joint compound. Then I sanded the areas smooth before rolling on a coat of white latex primer.

3. Building hills

I roughed in the hills on the left-hand section from scrap chunks of 2" foam board. After stacking and fitting the layers (something like a wedding cake), I glued them together and to the foam board base with a water-based adhesive, such as Liquid Nails for Projects. When the adhesive dried, I carved the contours with a large, serrated knife.



Pelle brushed on the darkest shade of sky blue about one-third down the backdrop. Before it dried he brushed on the midtone shade, blending it with the first color about 8" from the top. Then he brushed on the lightest shade, blending it with the midtone color toward the bottom third.

This was a new way for me to make a scenic base, but it turned out to be easy. If I cut too deeply, I glued on a new block of foam and started again. Wear a dust mask when cutting foam to avoid inhaling the tiny foam particles!

4. Roadbed

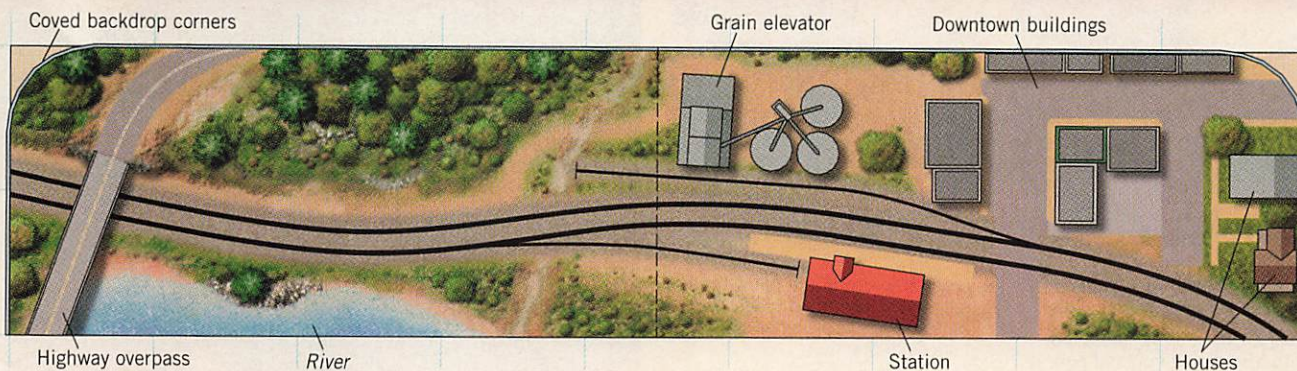
Ballast on modern North American Class 1 main lines typically is quite deep. To simulate this I glued down two layers of cork roadbed with white glue. On sidings, which on the prototype are typically lower than the main line, I used only one layer.

I pinned the cork in place until the glue was dry and made sure the roadbed didn't overlap the joint between the two halves of the diorama. Both turnouts on my diorama are operable, so I cut holes underneath the turnout points for Tortoise switch machines.

5. Painting the sky

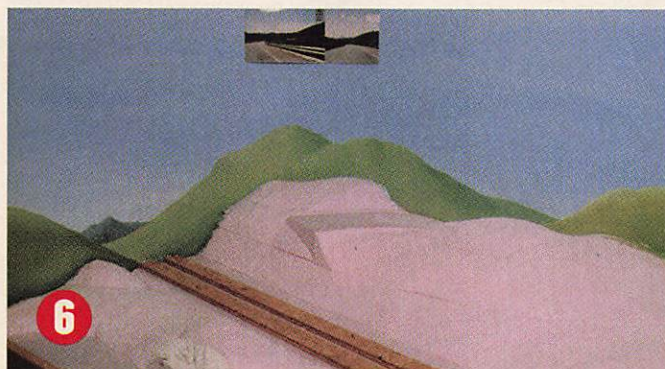
Many model railroaders are convinced they can't paint an attractive backdrop. But remember, we're not talking fine art here. You will be surprised how little effort it takes to create a believable illusion of distance.

Look at the sky on a clear day and you'll notice it's much bluer toward the zenith, or top of the sky, and whiter toward



PELLE SØEBORG'S HO SCALE DIORAMA

Scale: $\frac{3}{4}" = 1'-0"$
12" grid



After choosing a base color for hills, Pelle made two versions of that color, one with white added to it for highlights, and another with blue and black added for shadows. Notice how the distant hills are smaller and bluer and the nearer ones are taller and greener.

the horizon. To re-create this effect, use more white paint toward the bottom of the backdrop and more blue paint toward the top.

I painted my backdrop with a 3" brush and acrylic paints, mixing three shades of light blue made from cyan, royal blue, and lots of white.

There are other methods to paint realistic backdrops, which you can find in Dave Frary's *How to Build Realistic Model Railroad Scenery* and Mike Danneman's *Scenery for Your Model Railroad* (Kalmbach Books).

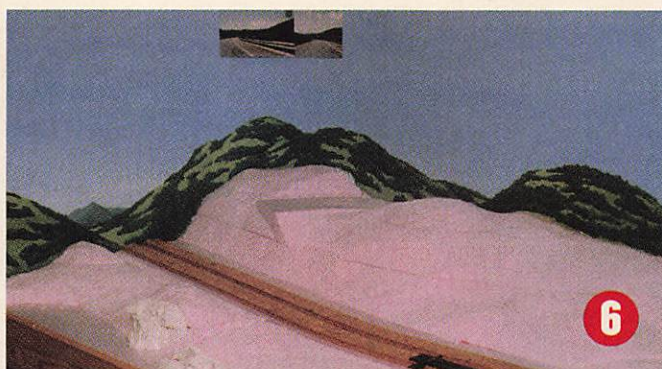
6. Distant hills

After the paint dried, I lightly sketched the outline of the distant hills with a pencil.

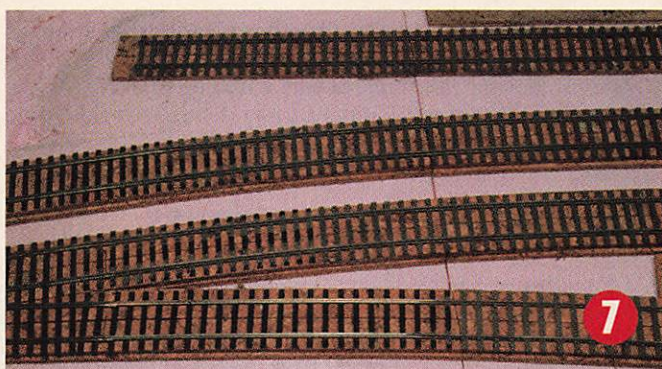
Add hills and other features to the backdrop by painting the distant objects first and working your way to the foreground. Remember that the farther away an object is the bluer it appears. Take some of your two base colors and add some white and blue to it for distant mountains.

Decide from which direction the sun is shining on your landscape, and paint these areas the lighter shade of your base color.

Next, paint the two-dimensional trees and bushes. Refer to the two scenery books I mentioned for several other helpful techniques that will make your backdrop complement, not clash with, the rest of your layout or diorama.



The sun is shining from the left on Pelle's diorama. Note how the left shoulder of the tallest hill is lighter than the right shoulder. Superdetail isn't necessary or even desirable on backdrops. The suggestion of hills and vegetation is all that's needed. Realistic color is important.



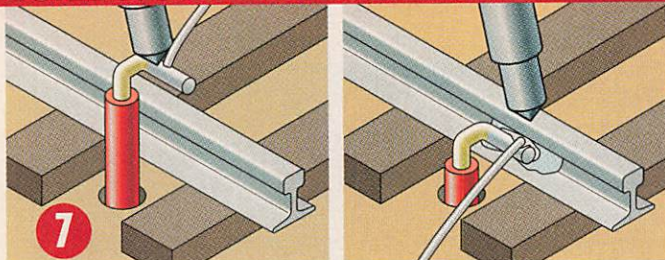
Pelle laid Walthers code 83 and Shinohara code 70 flextrack over the joint between the two sections of his diorama. To separate the sections later, he can cut the rails with a cutting disk in a motor tool. Ballast glued down securely will help keep the track in alignment.

7. Laying track

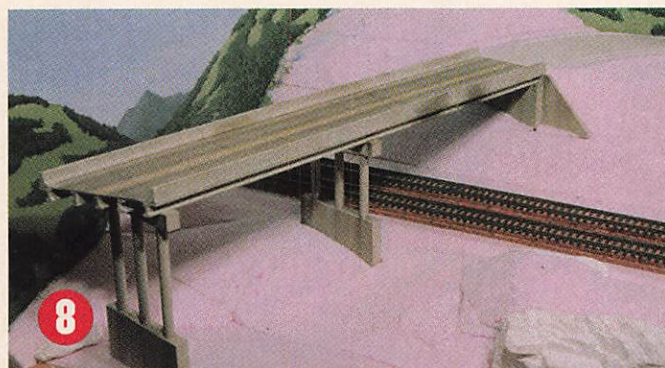
I used Walthers code 83 flextrack (the rail measures .083" high) for the main line and Shinohara code 70 flextrack for the sidings, because sidings typically have smaller rail than the main line.

You can spike your track to the cork roadbed as I did or glue it down with a thin coat of water-based adhesive. Some

BUILD A COMPACT SHELF LAYOUT



1. Drill $\frac{1}{8}$ " holes through the cork roadbed for track feeder wires.
2. Heat a length of $\frac{1}{8}$ " brass rod with a soldering iron and poke it through the holes. The hot brass rod melts a neat hole through the foam board.
3. Tin the end of the stripped wire with 60:40 rosin-core solder.
4. Clean the area of the rail with fine sandpaper where the feeder will be soldered. Apply a dab of rosin-core soldering flux.
5. Touch the top of the rail, not the wire, with the tip of the soldering iron. Flow a small amount of solder into the work.



Pelle cut a slot in the foam board for the center highway overpass support, while the far left support will rest in the river he'll pour later. Note the two black smudges of soot from locomotive exhaust on the side of the overpass directly above the track.

modelers prefer to use a rubber-based adhesive such as Walther's Goo.

After soldering the track feeder wires to the rails, I was ready to paint the track. Lionel Strang delves into this topic in "Workin' on the Railroad" on page 104.

8. Building a highway overpass

The highway overpass helps to hide the fact that the tracks end at the backdrop. I built the overpass from an easy Rix Products kit and made no modifications except to add a retaining wall to one end made from pieces of styrene sheet.

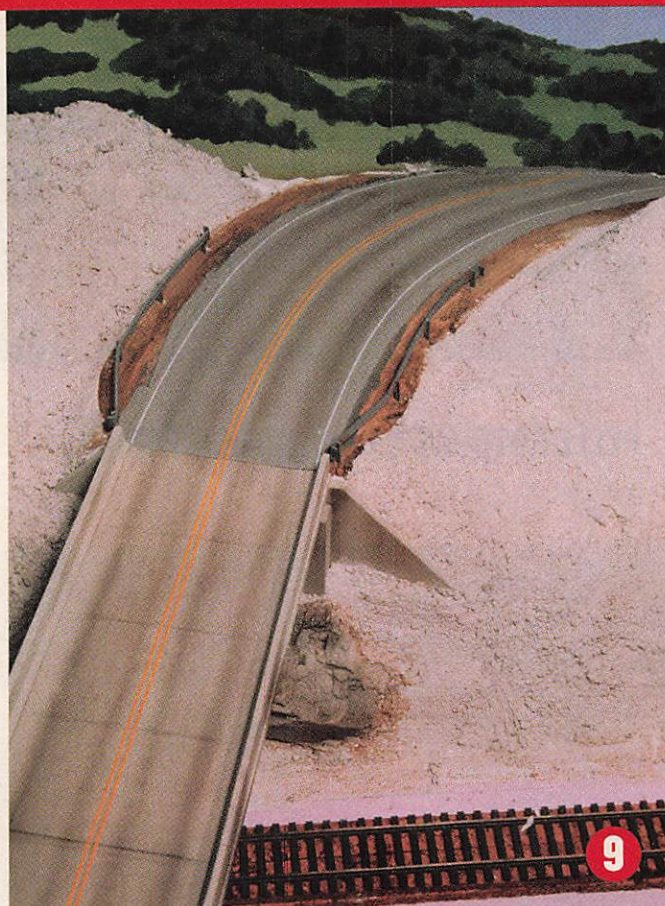
Before installing the overpass, I painted and weathered it, then test-fit it into the overall scene, making sure there was sufficient clearance for double-stack cars to pass underneath.

My recipe for concrete gray paint is a mix of two parts Testor's White, one part Gull Gray, and one part Sand. You can airbrush or brush-paint the overpass.

When the paint dried, I added the double yellow line using Microscale's yellow stripes, weathered the overpass with earth-tone pastel chalks, and sealed it with Testor's Dullcote.

9. Paving a highway

After installing the overpass, I outlined the highway with Woodland Scenics Paving Tape and paved it with Woodland



Note how the contrast in colors between the asphalt highway and concrete overpass adds to the realism of this developing scene. Pelle weathered the roadway with the same earth-tone pastel chalks he used for the overpass.

Scenics' Smooth It. When the Smooth It was completely dry, I pulled up the tape and sanded the road smooth. I then painted the road with Woodland Scenics Top Coat, mixing six parts of the Concrete color with one part Asphalt. The color looked more like old asphalt to me.

After the paint dried I weathered the road with pastel chalks and added the double yellow line with decals.

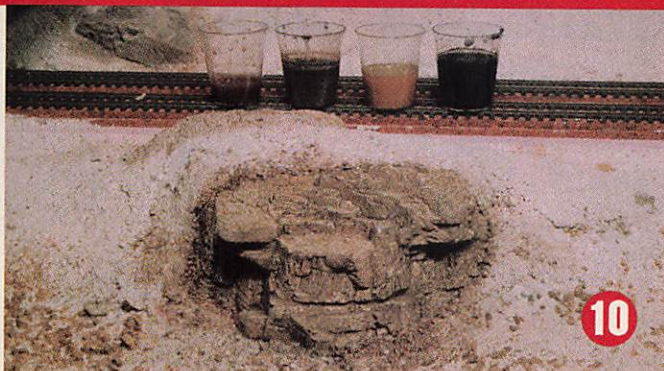
10. Coloring rock castings

With the highway overpass in place I made rock castings using Woodland Scenics molds and Hydrocal plaster. I glued the casting onto the foam base with white glue. Sculptamold or Liquid Nails for Projects also works well.

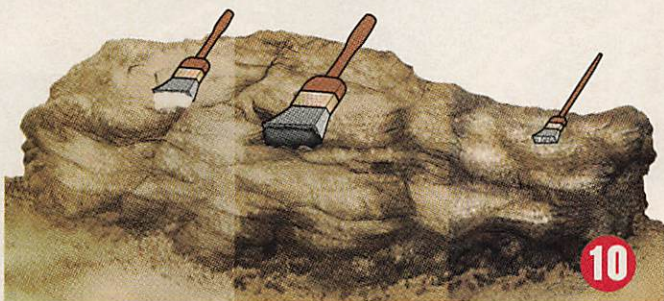
Make sure to spray the castings with water before gluing them in place. A dry rock casting will soak up the glue, making for a weak joint.

Before staining the rocks, I troweled on a layer of Woodland Scenics Mold-a-scene plaster, a brownish, lightweight material, over the foam hills for an excellent textured base.

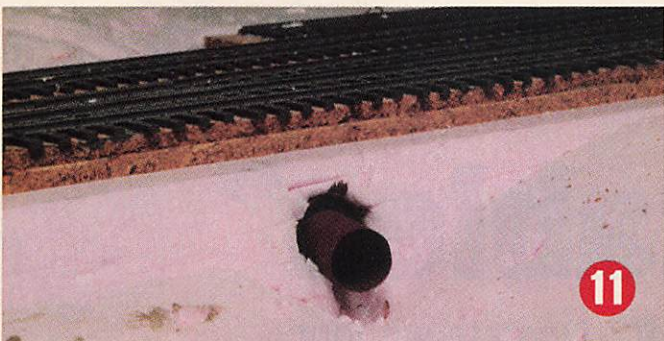
This was the first time I'd tried Woodland Scenics' rock-coloring system and it was a joy. You can't fail. No matter how you do it, it looks good. I chose Burnt Umber, Raw Umber, Stone Gray, and Yellow Ochre colors, which I applied as thin washes. The illustration for this step shows some other popular techniques that will add depth and vibrancy to your rock castings.



Pelle colored the rock castings with Woodland Scenics acrylic stains diluted with lots of water to make thin washes. The castings will be quite a bit lighter when completely dry. If a darker shade is desired, let the castings dry, then apply another wash.



1. Paint rocks with acrylic washes, let dry.
2. Flow on black wash with wide brush, let dry.
3. Lightly drybrush with white acrylic paint to highlight surface detail.



Pelle made this simple culvert from Campbell corrugated metal sheet. He wrapped a piece of the material around a marker pen (a dowel or piece of tubing also would work well) and glued the ends where the metal sheet overlapped using CA (cyanoacrylate adhesive). The culvert's length was determined by the width of the roadbed. Before gluing the culvert in place, Pelle painted it rusty brown.

11. Culverts

Little details help set a great-looking layout apart from a mediocre one. One of the details I added at this time was a simple metal culvert.

Railroad rights-of-way need proper drainage to protect them from washouts, and culverts help direct water away from the roadbed. They're a common item, and they come in several different styles.

That's all for now. Next month we'll build and place the structures, pave and color some roads, and add even more details. See you then! ☘

Bill of materials

Benchwork

- 1 x 4 lumber, 54" long (4)
- 1 x 4 lumber, 22½" long (4)
- 2 x 2 lumber, 52½" long (4)
- 2 x 2 lumber, 20¼" long (4)
- 2" foam board, 4 x 8 sheet (2)
- ½" Masonite, 4 x 8 sheet (2)
- ⅜" x 1" lath strip
- no. 6 wood or wallboard screws
- ¼" x 2" lag bolts (10)
- ¼" T nuts (8)
- ¼" wing nuts (2)
- ¼" flat washers (4)
- yellow carpenter's glue
- latex adhesive (such as Liquid Nails for Projects)

American Model Builders

- 110 Country Grain Elevator
- 801 Santa Fe Depot no. 3

Arizona Rock & Mineral Co.

- 1302 Northern Pacific
- Medium Gray ballast

Highball Products

- 221 Light Gray ballast
- 222 Dark Gray ballast

Evergreen Scale Models

- 19080 .080" sheet styrene

Microscale decals

- 6132 ⅜" yellow stripes

Midwest Products Co.

- 3013 three-foot
- cork roadbed strip

Northeast Scale Models

- 3052 8" x 12" stripwood

Rix Products

- 0035 clear crossarms
- 0040 40-foot poles
- 113 modern highway overpass
- 304 grain bins
- 407 grain elevator

Shinohara

- 315 code 70 flextrack

Testor Corp.

- 1146 Silver
- 1183 Rubber
- 1260 Dullcote
- 1740 Dark Gull Gray
- 1742 Dark Tan

Walthers

- 948-804 no. 6 left-hand
- turnouts (2)
- 948-815 code 83
- flextrack
- 948-841 code 83 rail
- joiners (1 pkg.)

Woodland Scenics

- 1201 Hydrocal
- 1202 Mold-a-scene Plaster
- 1211 Realistic Water
- 1218 Stone Gray stain
- 1221 Raw Umber stain
- 1222 Burnt Umber stain
- 1223 Yellow Ochre
- 1270 Buff talus fine
- 1452 Smooth It
- 1453 Top Coat Asphalt
- 1454 Top Coat Concrete
- 1455 paving tape

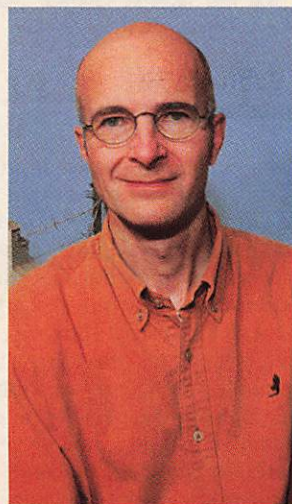
Miscellaneous

- acrylic paints for backdrop
- 60/40 rosin core solder
- artist's pastel chalks

Meet Pelle Sjøberg

Pelle Sjøberg, 48, lives in Farum, Denmark, outside Copenhagen, and works as a free-lance graphic designer. He's been a model railroader since 1986 and has recently become a member of the Amarillo Railroad Museum, which he has visited during his trips to the United States.

Pelle is married to Lone, and their 6-year-old son, Johan, has his own LGB train set. This is Pelle's sixth MR byline.





Sequence “timetables” made easy

Operate without
watching the clock



By John Pryke
Photos by the author

As soon as you start building a layout, you can't wait to run that first train. Unfortunately, the novelty soon wears off, and running trains without purpose becomes boring. Rather than rebuilding your layout or starting a new one, why not make your railroad come alive with an operating timetable? Timetables are the cornerstones of railroad operation, especially on passenger-oriented lines, and can serve a similar function on a model railroad.

However, complex charts, fast-time clocks, and not knowing how to write a

timetable intimidate many model railroaders, reinforcing the belief that timetables aren't for us. Let's look at a simple, step-by-step process for designing a sequence "timetable," one that organizes operations around train movements instead of time. I'll show you a design process that's easy to follow, useful for any size railroad, and adds to the fun of running your layout.

A sequence timetable structure

Real timetables deal in hours and minutes. But deadlines add unwanted pressure to operation, so I divide my timetables into "T-periods." A T-period is whatever time it takes to complete a

▲ Mainline engineer Carl Scheffy runs a crack limited past a waiting local during a sequence "timetable" session on John Pryke's HO New York, New Haven & Hartford. The sequence timetable choreographs this kind of prototypical railroad action.

given series of train movements. If anyone gets behind, we don't begin the next T-period until all current movements have been completed.

The number of train movements within periods can vary. A mainline cab on my railroad typically runs one train from one point to another, while a yard may dispatch or receive trains and may also perform local switching.

Fig. 1 TIMETABLE FOR FOUR OPERATING POSITIONS OVER THREE T-PERIODS

	DISPATCHER	NEW HAVEN	PROVIDENCE	BOSTON
T-1	Cab A: Move <i>Yankee Clipper</i> from New York (block 51) to New Haven and hold in blocks 3 and 4. Cab B: Move Local from Providence (block 30) to Attleboro (block 33) and hold.	Clear blocks 45, 3, and 4 for inbound <i>Yankee Clipper</i> from New York. Move DL-109 from ready track to block 10, hold. <i>Clipper</i> arrives from New York.	Dispatch Boston Local to Attleboro via blocks 29, 30, and 31. Begin making up Mainline Freight for New Haven on blocks 21 and 22. Clear blocks 31, 30, and 29 for inbound Boston-Providence Local.	Get B&A 2-8-4 from roundhouse. Begin making up B&A Freight on block 38; 12 cars.
T-2	Cab A: Move MU cars from New Haven (blocks 5 and 6) to Mt. Vernon (block 47) and hold. Cab B: Move Boston-Providence Local from Boston (block 44) to Providence, terminate in blocks 29 and 30.	Clear blocks 5, 6, and 46, dispatch MU cars to Mt. Vernon. Remove EP-4 from <i>Clipper</i> , store on ready track.	Receive Boston-Providence Local in blocks 29 and 30, seize and hold. Continue making up Mainline Freight.	Dispatch Boston-Providence Local to Providence via blocks 44, 46, and 37. Clear blocks 37, 46, and 44 for inbound local from Providence. Continue making up B&A freight.
T-3	Cab A: Move Eastbound Peddler from New Haven (block 8) to block 16, and hold. Cab B: Move Providence Local from Attleboro (block 33) to Boston, terminate in block 44.	Dispatch Eastbound Peddler to Providence via blocks 8, 11, and 13. Move DL-109s from block 10 onto <i>Yankee Clipper</i> and hold in blocks 3 and 4.	Reverse RS-1 on Boston-Providence Local. Recouple to other end of train and store in blocks 29 and 30.	Receive local from Providence in block 44, seize and hold. Continue making up B&A freight. Move New Haven 4-6-4 from roundhouse, couple onto the <i>Federal</i> in block 41.

Fig. 2 PLANNING SESSION



▲ From left to right, Vic Hamburger, John Pryke, and Dave Waible plan a new timetable. The track diagram is taped to the kitchen table, several train counters are in use, and everyone is making notes.

For example, my layout requires eight operators as follows:

- Five yard engineers, one each for New Haven, New London, Providence, Boston, and the Union Freight RR (from the September-December 2000 MR).
- Two mainline engineers.
- A dispatcher to set up mainline routes, monitor train locations, and announce the beginning and end of each T-period.

Next, draw a track diagram or schematic of your layout showing the main line; all yard entrance, exit, and through tracks; and any mainline sidings and switching complexes. Make the diagram large enough to work with comfortably, with at least 3/4" between adjacent tracks for easy visibility.

I drew my schematic on two pieces of white posterboard glued together, which can be rolled up without tearing between uses. It's drawn with permanent felt-tip markers, using different colors for the main line and each yard.

Finally, purchase a box of string tags at an office supply store. These are used as "train counters" and moved around the diagram as you design a new timetable. Cut off the strings and make at least three kinds of counters:

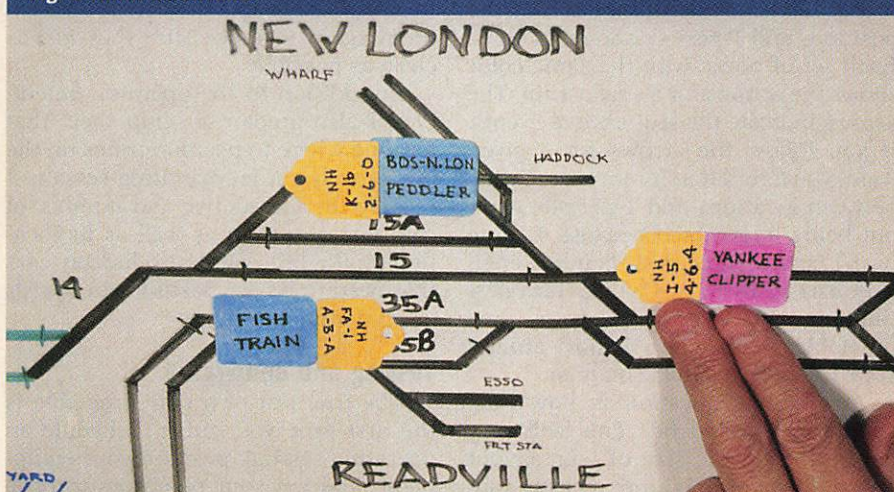
- Passenger trains, which I color red with the name of the train in black.
- Freight trains, blue with the train symbol or kind of train in black.
- Locomotive counters, yellow with the engine number or type in black.

Get your operators together around a table large enough for all, tape the track diagram down, give everyone a pad of paper, and you're ready go. See fig 2.

Designing a sequence timetable

Now comes the fun part. To design a sequence timetable, you and your operators will move the train counters

Fig. 3 TRAIN COUNTERS



▲ Train counters are moved around the schematic to show what will happen on the layout. From left to right, the all-reefer "Fish Train" with an Alco diesel is on the main at Readville, a peddler freight with a 2-6-0 waits to switch in New London, and the *Yankee Clipper* is moving to pass the peddler. The numbers below the track lines identify mainline blocks.

As an example, fig. 1 shows a partial sequence for four operating positions on my HO scale New Haven layout (featured in "High noon on the New Haven," in the January 1992 MODEL RAILROADER). My two mainline cabs (A and B) are shown under the "dispatcher" column, while New Haven, Providence, and Boston are all yards.

Because I use cab control, the location of each train is shown by the number of the electrical block it occupies. Command control users could establish non-electrical operating blocks.

My sequence timetable structure has been compared to "choreographing" my railroad, but it works smoothly, is low-

pressure, and is easy to follow. As you become comfortable with sequence timetable operation, you can always move from T-periods to schedules timed against a fast clock whenever you're ready.

Getting started

Before writing your own timetable, you first need to determine how many operators are needed to run your railroad. Each major yard (or terminal) will need an operator, and you'll need one for each train that can run simultaneously on your main line. You may want to add a dispatcher to keep things moving smoothly.

Fig. 4 TIMETABLE FOR FOUR OPERATING POSITIONS OVER THREE T-PERIODS WITH TABS

	DISPATCHER	NEW HAVEN	PROVIDENCE	BOSTON
T-1	Cab A: Move <i>Yankee Clipper</i> from New York (block 51) to New Haven and hold in blocks 3 and 4. Cab B: Move Local from Providence (block 30) to Attleboro (block 33) and hold.	Clear blocks 45, 3, and 4 for inbound <i>Yankee Clipper</i> from New York. Move DL-109 from ready track to block 10, hold. <i>Clipper</i> arrives from New York.	Dispatch Boston Local to Attleboro via blocks 29, 30, and 31. Begin making up Mainline Freight for New Haven on blocks 21 and 22. Clear blocks 31, 30, and 29 for inbound Boston-Providence Local.	Get B&A 2-8-4 from roundhouse. Begin making up B&A Freight on block 38; 12 cars.
T-2	Cab A: Move MU cars from New Haven (blocks 5 and 6) to Mt. Vernon (block 47) and hold. Cab B: Move Boston-Providence Local from Boston (block 44) to Providence, terminate in blocks 29 and 30.	Clear blocks 5, 6, and 46, dispatch MU cars to Mt. Vernon. Remove EP-4 from <i>Clipper</i> , store on ready track.	Receive Boston-Providence Local in blocks 29 and 30, seize and hold. Continue making up Mainline Freight.	Dispatch Boston-Providence Local to Providence via blocks 44, 46, and 37. Clear blocks 37, 46, and 44 for inbound local from Providence. Continue making up B&A freight.
T-3	Cab A: Move Eastbound Peddler from New Haven (block 8) to block 16, and hold. Cab B: Move Providence Local from Attleboro (block 33) to Boston, terminate in block 44.	Dispatch Eastbound Peddler to Providence via blocks 8, 11, and 13. Move DL-109s from block 10 onto <i>Yankee Clipper</i> and hold in blocks 3 and 4.	Reverse RS-1 on Boston-Providence Local. Recouple to other end of train and store in blocks 29 and 30.	Receive local from Providence in block 44, seize and hold. Continue making up B&A freight. Move New Haven 4-6-4 from roundhouse, couple onto the <i>Federal</i> in block 41.

Fig. 5 DEBUGGING



▲ Testing a new timetable, Carl Scheffy and David Hughes have found a bit of a problem at the approaches to Boston's South Station. It's the end of a T-period and inbound and outbound passenger trains are trying to use the same track. Carl is correcting his copy of the timetable while Vic Hamburger enjoys the fun from his vantage point at the Union Freight panel.

around your track diagram while making notes describing what you'll actually do on the railroad.

I represent trains with two counters moved as a unit, one for the consist and one for the locomotive, as in fig. 3. While you may not need separate locomotive counters, I use them to keep track of the road engines at each yard and to represent motive-power changes. Like the real New York, New Haven & Hartford, at New Haven we change power on trains bound for New York from steam or diesel to electric, or the reverse for trains going toward Boston.

At the start I position some trains on the main line and others in yards waiting to leave. We begin with period T-1, and all operators make detailed notes of the train movements or switching in this period for their positions. The mainline engineers would be running trains to their next destinations or switching cars on sidings off the main line. If a train terminates or is held in a yard, that cab is available for another train.

The yard engineers clear routes for inbound trains, dispatch outbound trains to a mainline engineer, and switch cars to make up or break up a train. At the end of T-1, we move the counters on the diagram to where all the trains will be at the start of the next period, T-2.

Each operator then makes notes of what to do during T-2, and the counters are moved to their positions at the beginning of T-3. This process continues until the timetable is complete.

Figure 4 shows how train movements relate to each other across the positions and T-periods shown in fig. 1. Each set of boxes with the same color shows the actions for a single train. The arrows indicate the sequence of events. If you follow the arrows for a given train, you'll find that it moves smoothly between locations and T-periods without being interrupted because a route hasn't been cleared or a mainline engineer isn't ready to run it to its next destination. As you build your own timetable, your trains will move around your layout in a similar manner.

An obvious question is how long should a T-period be? This will vary depending on the size of your layout and number of operators. On my railroad, each period's length is dictated by the time it takes the mainline engineers to complete running their trains. We average 4-6 minutes per period, depending on the length of the runs and how familiar we are with the timetable.

Writing the timetable

Once all T-periods have been documented, it's time to write the timetable from the notes made by each operator. Having a personal computer with a good word processing package will make this much easier. I type the dispatcher timetable first, since it includes all mainline moves made by both cabs.

Then I type the notes for each yard one at a time. As I complete each T-period, I check the yard timetable with the dispatcher's to make sure the train movements and routings are coordinated. These consistency checks are critical to avoid collisions. When all the

timetables are typed, I set them aside for a few days and then read through them again to make sure they are as clean as possible.

In addition to the operator timetables, I also prepare a setup sheet that tells me where to position trains on the layout to begin an operating session. I include the locomotive and number of cars for each train as well as its location on the railroad. I also list any cars that need to be pre-positioned in yards or on mainline sidings.

Testing and debugging

The true test of a new timetable is the first time you run it. Schedule an operating session, position your equipment, and tell your operators to have lots of patience. Then start your new timetable.

During a debug session, I run through each T-period, then stop and let my operators check on what went right and wrong, as they're doing in fig. 5. All problems and solutions are recorded on the individual copies of the timetable. If you run into a lot of problems and the operators get tired, stop the session and finish it another night.

Once you've completed the final T-period with all mistakes documented, collect the marked-up copies and retype them, correcting all the errors. The next time you run, everything should work well, although I'm never surprised if a few additional errors crop up.

Extensions to sequence operations

In addition to being easy to use, sequence operation is also very flexible. Consider the following:

- As you make changes to your track plan, new sidings and stations may be added to the schematic with a few strokes of a marking pen.

- If you use car-cards-and-waybills or another car routing system, the train counters can be expanded to include cars as well as locomotives. I use light green counters to represent cars, and these are marked with the reporting marks (initials and number) of individual cars to be set out and picked up. Figure 6 shows how I add these to the paper trains for planning.

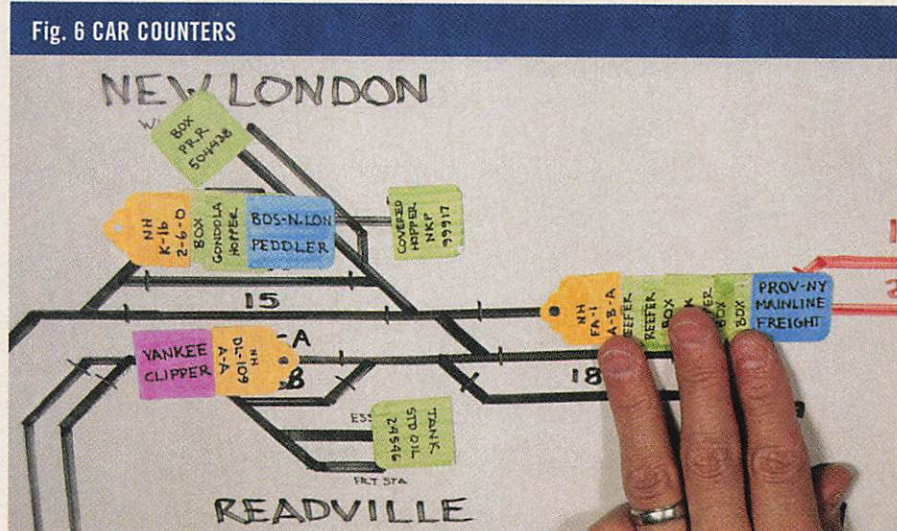
- If you want to reflect the operation of a specific prototype, you can base your train sequence on an actual copy of that railroad's timetable.

- As you gain experience with sequence timetable operation, you can control the length of an operating session by adding or subtracting T-periods.

- When your sequence operations are going smoothly, you can easily make the shift to scheduled operation using a fast clock.

New dimensions

If you were one of those who thought timetable operation was too complicated, I hope I've convinced you to try a sequence timetable. It can add a



whole new dimension of operating realism and railroading fun. ♣

John Pryke is a frequent contributor to MODEL RAILROADER. He's been operating his HO scale New Haven with sequence timetables for 16 years.

More on our Web site

See additional photos of John Pryke's HO scale New Haven layout at www.modelrailroader.com.

▲ John has added individual cars – the light green tags – to the planning process to design both a sequence timetable and switching instructions for setouts and pick-ups. A mainline freight is being moved through New London while a peddler switches cars on the New London sidings. The PRR boxcar and NKP covered hopper are waiting to be picked up by the peddler.



TIPS FOR SMOOTHER OPERATION

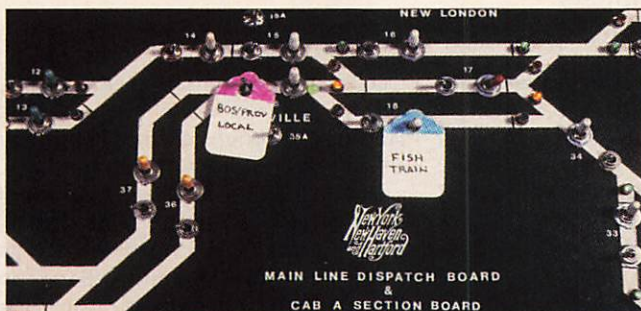
Regardless of the size of your railroad, here are some basic tips to help you run and manage your timetable operations:

- Use "walkie-talkie" radio headsets for communication between operators. Noise creates distractions and confusion, especially if your layout is large and operators must shout to be heard. I bought short-range headset radios from RadioShack, and we use the push-to-talk buttons rather than voice activation so operators can talk to each other normally without "stepping on" someone else's radio transmission. We use the radios to announce each new T-period, get confirmation of cleared routes between mainline engineers and yard operators, and to alert each other to any derailments or other problems that occur.

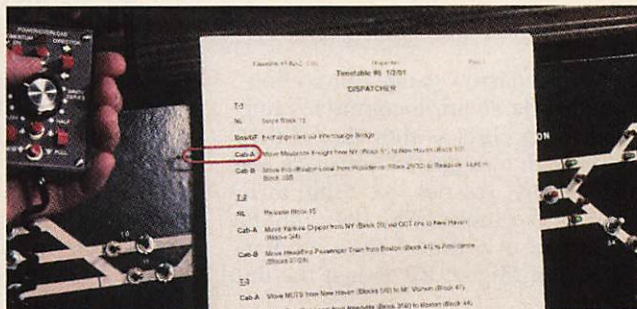
- To avoid the expense and effort of installing a track occupancy system to locate trains on your layout, you can give the

dispatcher a set of tags like those used for the train counters, one for each train. Punch 1/4" holes in the ends of the tags so the dispatcher can hang them on the ends of toggle switches or on pegs mounted on your control panel, as shown below. The dispatcher manually moves tags across the panel to keep track of the train movements.

- Provide colored paper clips to slide down the left-hand edge of your timetables as shown below, so each operator can keep track of the current T-period. Even though the dispatcher should announce the start of each period, it's helpful for an operator to have a visual status marker. Paper clips are simple and inexpensive, but you might also consider an LCD display on each control panel or a ceiling-mounted display (like those at supermarket deli counters) that all operators can see. – J. P.



Tags hung from block toggles are an easy and inexpensive way for the dispatcher to keep track of train locations.



A colored paper clip on the left-hand margin of a timetable is a simple, effective aid to help operators keep track of the T-periods.



Rocky Mountain narrow gauge **EMPIRE**

Classic Colorado railroads of the 1930s
inspired this outstanding Sn3 layout

By Kenneth Ehlers
Photos by the author

If you love narrow gauge railroading – tough little steam locomotives hugging rocky cliffs as they thread their way through a rugged countryside and over spindly trestles to drag away pieces of the mountains they inhabit one carload at a time – then my Pandora & San Miguel RR is just the line for you.

The Pandora & San Miguel is based on the Denver & Rio Grande Western and the Rio Grande Southern railroads in Colorado in the late 1930s. I operate

the P&SM as a connecting bridge route between the D&RGW and RGS, so equipment from both railroads operates over my line.

When MODEL RAILROADER visited my last Sn3 layout, the Crested Butte & Northern, in March of 1995, it was just before a move to Texas forced me to dismantle it. Though I originally tried to salvage what I could, I wound up building a completely new layout.

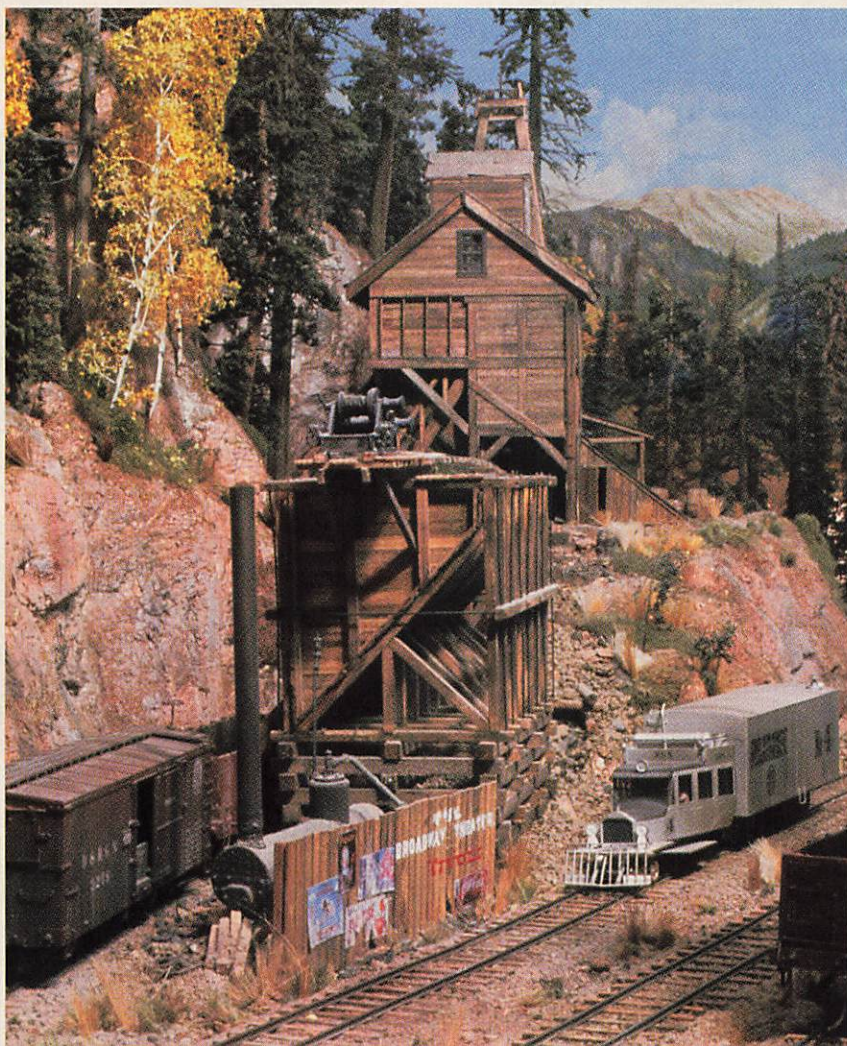
While I would have liked to model specific prototype scenes with correct

track arrangements and structures, I simply did not have enough space. However, through careful planning and a few compromises, I built a point-to-point Sn3 layout in my two-car garage turned railroad room, that provides plenty of action for three or four narrow gauge engineers and still captures the flavor of prototype railroading in the mountains of Colorado.

Since the line is complete and everything is in good running order, let's take a trip from Lindburg up to Pandora. ☛

1. This view of Denver & Rio Grande Western locomotive no. 278 as it leaves the tunnel with its double-headed train en route to the town of Lindburg, Colo., gives you a good idea what my Sn3 Pandora & San Miguel RR is all about. Running trains up the mountains with helpers has become a lot more fun since I upgraded the layout to Digital Command Control and added sound decoders to my locomotives. Whistle signals are required for all train movements, so operating sessions can get kind of noisy sometimes!

2. Lindburg is the first town on the layout and sits at the lowest elevation. It contains a full engine terminal and a small yard. I built it as a composite of Chama, Crested Butte, and other D&RGW locations I liked but could not fit in the given space. At the far end of town past the depot there is a hinged lift-up bridge that spans the entrance for continuous exhibition running. Here we see D&RGW no. 278 waiting by the water spout across from the Lindburg depot for its next assignment. The 2-8-0 is a P-B-L brass import that I detailed and painted.



3. As we move up the line toward Pandora we reach the town of Avalanche. This stop is home to the Gold Hope Mine and contains a passing siding and a couple of spur tracks that serve the ore bins and sorting house. Rio Grande Southern goose no. 4, a Pacific Fast Mail brass model, is seen here passing the mine built from a Colorado Scale Models kit. The scenery on the layout is my own hardshell variety made with plaster and newspaper. I then use plaster rock castings, ground foam, and real dirt to finish the landscaping. I made the aspen trees from Scenic Express Super Tree kits.



4. Up the line from Avalanche is Raymond Falls. D&RGW 2-8-0 no. 318 slips through the trees as it crosses one of the many wooden trestles on the layout. I've used several different methods to build all the trees on the layout, including making my own bottle-brush variety. My favorites are the tall pines I make from carved balsa trunks and caspia or fern branches covered with AMSI ground foam. Though these look the best, they take a lot of time to build and are very fragile. As a result, operators are not permitted to put their hands on the layout; since I built the trees, I am the only one allowed to break them!

5. Vance Junction is the next town, and a small branch leaves the main to serve the Cour d'Alene mine and a ball mill both tucked in a valley below Ophir. Like many of my structures, the section house (lower left) started with a mat board shell. I then applied individual boards to build up the finished model and installed Grandt Line doors and windows. Being larger than HO scale, Sn3 allows greater opportunities for scratch-building structures with fine detail both inside and out.





6. A ball mill at the end of the branch from Vance Junction is one of the main revenue sources for the P&SM. Ball mills were used to extract ore from rock by first pulverizing the raw earth in a revolving cylinder filled with 3"- to 5"-diameter forged iron balls, then adding water and chemicals to help separate the ore from the waste material. My model, with its removable roof and fully detailed interior, won best of show at the 1990 national narrow gauge convention in St. Louis, Mo.

AN SN3 PRIMER

Scale, at 1:64 proportion, offers some unique advantages. Models are larger than those in HO scale (1:87), so they're easier to detail, but they don't require as much space as those in O scale (1:48).

Like S scale standard gauge trains, Sn3 trains are also 1:64 proportion but follow prototype trains that ran on track with rails spaced 36" apart, such as the narrow gauge lines in Colorado and New Mexico (standard gauge track in North America is spaced 4'-8½"). This narrower track gauge allowed for smaller, lighter equipment to operate on tight turns and made mining and logging railroads cheaper to construct.

Ideal for modeling, an Sn3 narrow gauge model railroad does not require much more space than a typical HO scale layout. An Sn3 minimum curve radius can be as tight as 22", though 28" or greater is better.

For more information on Sn3, visit the following Web sites:

Trains.com: www.trains.com.

National Association of S Gaugers: www.nasg.org.

S/Sn3 Modeling Guide: www.modelingguide.com.

Sn3 Modeler magazine: www.heimburgerhouse.com

And for more photos of Sn3 layouts try the **Sn3 Page:**

users2.ev1.net/~on30/Sn3/sn3page.htm

— David Popp



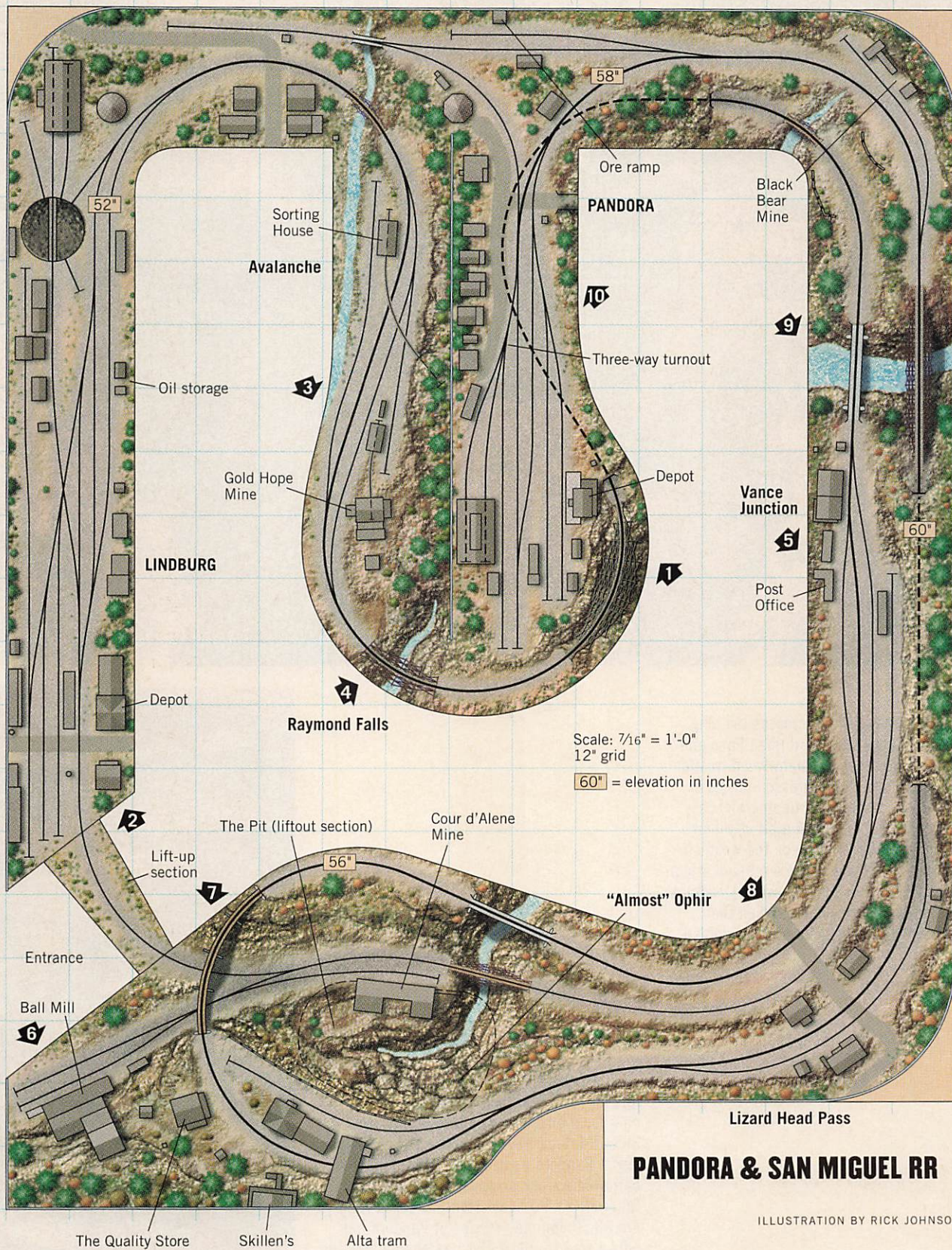
The layout at a glance

Name: Pandora & San Miguel RR
Scale: Sn3 (1:64)
Room size: 15 x 19 feet
Prototype: Denver & Rio Grande
 Western and Rio Grande Southern
Period: September 1938
Layout style: walk-in
Layout height: 52" to 60"
Benchwork: L girder
Roadbed: ½" plywood with ¼"
 HO HomaBed
Length of mainline run: 120 feet
Track: handlaid code 70
Turnout minimum: no. 6
Minimum radius: 30";
 28" on peninsula
Maximum grade: 3 percent
Scenery: Hydrocal hardshell with
 plaster rock castings colored with
 acrylic paints
Backdrop: painted drywall with
 curved hardboard corners
Control: Digitrax Digital Command
 Control with wireless walkaround
 throttles

7. Back on the main line, a mixed train pulls into Ophir having just crossed the 90-foot Pratt deck truss bridge. The train has the line's business car *Rico* on the end and appears to be carrying several important passengers. There wasn't much room for scenery behind the loop, so much of the effect had to be done with the backdrop. To help blend the backdrop with the foreground, I used the same acrylic paints to color both. I scratchbuilt all of the structures for Ophir board by board with the exception of the Quality Store, which was built by my friend Lind Wickersham.

8. Goose no. 6 waits in the hole as RGS 4-6-0 no. 20 slips through Lizard Head Pass. The section house is a modified Building and Structure Co. kit (now Banta Models). Since it is the 1930s, train schedules and traffic are light, and most of my trains are only six to ten cars long. Even with a train that size, it can take an operator up to two hours to get around the layout making all the required stops and switching moves.

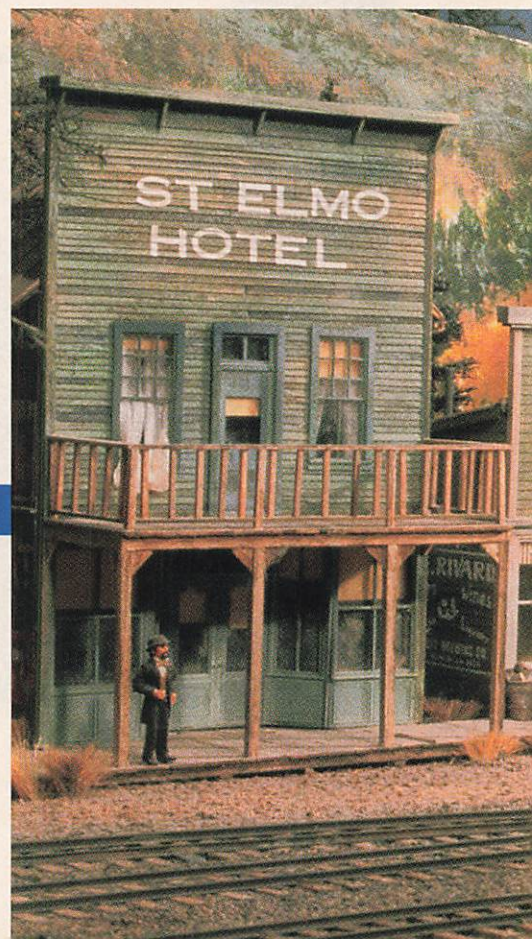


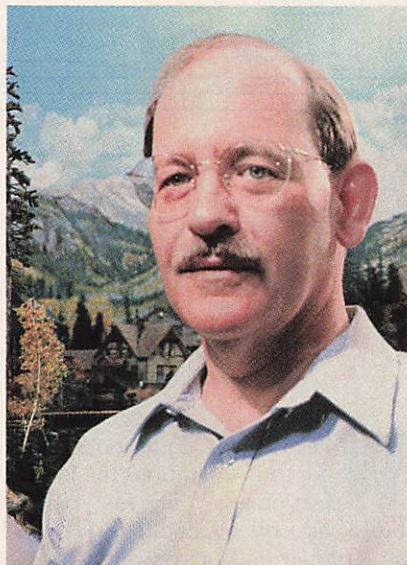




9. A double-headed train crosses the long wood trestle between Lizard Head Pass and Pandora. To weather the many wood trestles on the line, I first dip distressed pieces of stripwood in a mixture of rubbing alcohol and raw umber, black, and a bit of yellow tube acrylic paint. I then wipe the wood off with a rag to produce a nice streaking effect similar to what I've found on wood structures in the Colorado high country. When the pieces were dry, I cut them and assembled the trestle.

10. The town of Pandora is the end of the line for the P&SM. Engine 318 is backing past local businesses to turn on the wye. Since I did not have the space to faithfully model Pandora as it was in 1938, I instead borrowed a track arrangement I liked from Gil Freitag's HO scale Stoney Creek & Western RR. Though my version of Pandora has only a small yard, it also has engine fuel and water and a wye to turn small trains, which is enough to be an operating terminal for my point-to-point railroad.





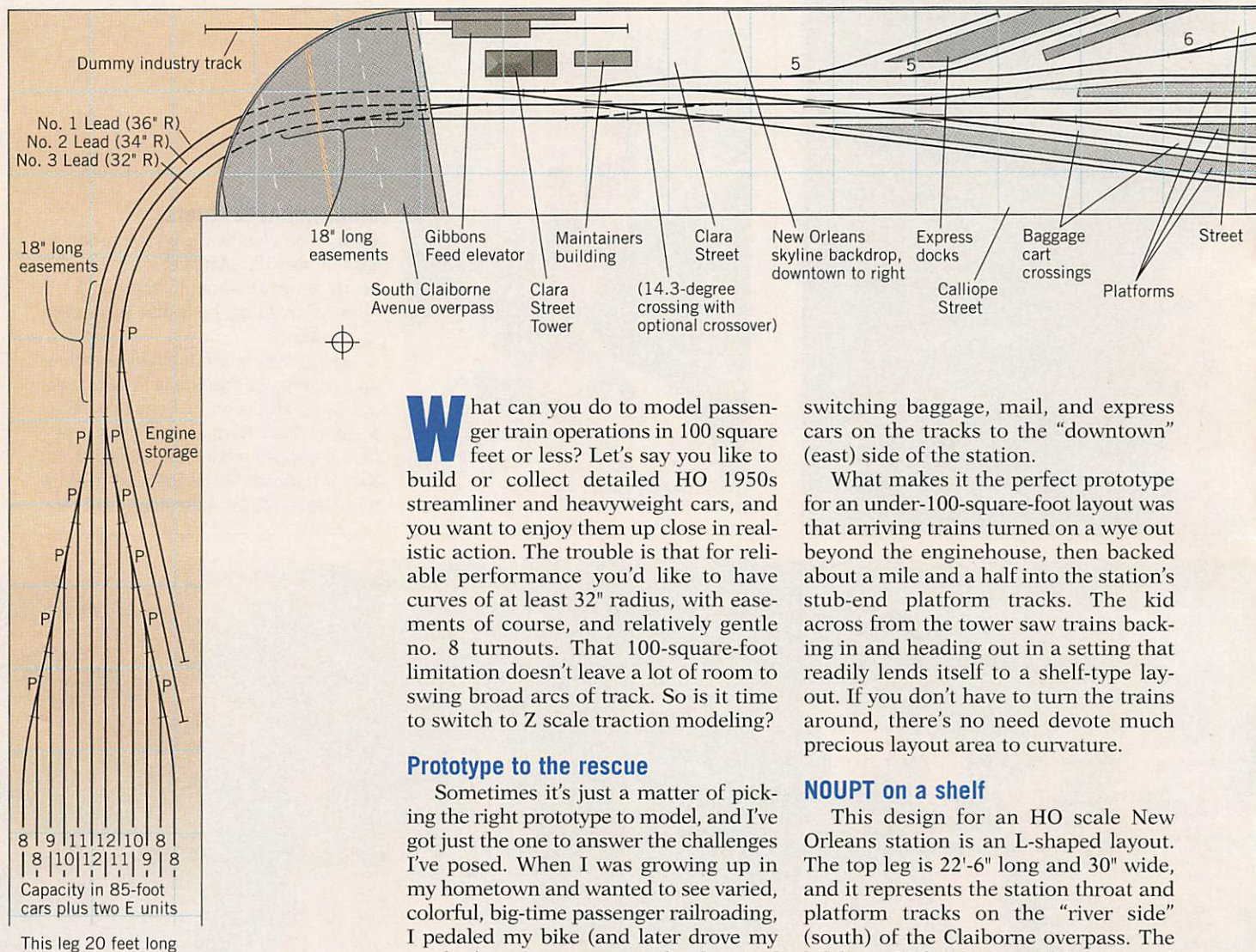
Meet Kenneth Ehlers

Ken is an electrical engineer, and he and his wife, Margaret, have two nearly grown children. In addition to model railroading, he is also very active in his church.

Ken's love for scratchbuilt structures and old-time railroads was inspired years ago by an article on Irv Schultz's HO scale St. Clair Northern layout, and he hasn't stopped model railroading since. Ken is National Model Railroad Association Master Model Railroader no. 119.



Union Passenger



HO passenger
railroading without
space-eating curves

By Andy Sperandio

What can you do to model passenger train operations in 100 square feet or less? Let's say you like to build or collect detailed HO 1950s streamliner and heavyweight cars, and you want to enjoy them up close in realistic action. The trouble is that for reliable performance you'd like to have curves of at least 32" radius, with easements of course, and relatively gentle no. 8 turnouts. That 100-square-foot limitation doesn't leave a lot of room to swing broad arcs of track. So is it time to switch to Z scale traction modeling?

Prototype to the rescue

Sometimes it's just a matter of picking the right prototype to model, and I've got just the one to answer the challenges I've posed. When I was growing up in my hometown and wanted to see varied, colorful, big-time passenger railroading, I pedaled my bike (and later drove my mother's car) to a spot at the throat of New Orleans Union Passenger Terminal, right across from Clara Street Tower.

Trains of seven railroads arrived and departed, and for every arrival or departure there was a "light engine" move to get the power to or from the enginehouse on the "lake" or north side of the South Claiborne Avenue overpass. In between, NOUPT's blue-and-orange SW8s were almost always busy hauling consists out to the coach yard for cleaning and servicing, spotting trains back at the platforms for loading, and

switching baggage, mail, and express cars on the tracks to the "downtown" (east) side of the station.

What makes it the perfect prototype for an under-100-square-foot layout was that arriving trains turned on a wye out beyond the enginehouse, then backed about a mile and a half into the station's stub-end platform tracks. The kid across from the tower saw trains backing in and heading out in a setting that readily lends itself to a shelf-type layout. If you don't have to turn the trains around, there's no need devote much precious layout area to curvature.

NOUPT on a shelf

This design for an HO scale New Orleans station is an L-shaped layout. The top leg is 22'-6" long and 30" wide, and it represents the station throat and platform tracks on the "river side" (south) of the Claiborne overpass. The left leg is 20 feet long and 28" wide, and it's entirely devoted to a staging yard representing the coach yard, engine terminal, and all the distant cities served by passenger trains from NOUPT. The area is about 78.5 square feet, comfortably within our 100-square-foot limit.

The station tracks and throat are compressed of course, with three leads where the real thing had five, and six platform tracks where NOUPT had 12. Still, the general arrangement is pretty close to the prototype, including the extra-long tracks on the "uptown" (west)

Terminal

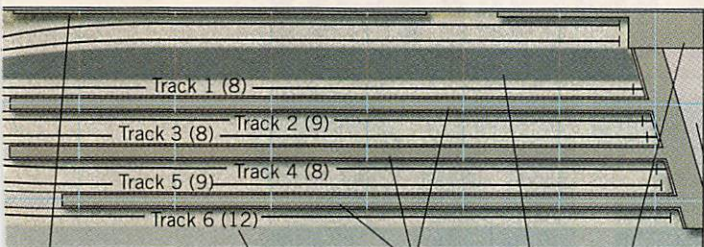


ILLUSTRATION BY RICK JOHNSON

H0 scale

No. 8 turnouts except as marked ("P" means Peco medium-radius turnouts)

32" minimum radius

Scale: 1/2" = 1'-0"
12" grid

— No. 8 double slips

PECO MEDIUM-RADIUS TURNOUTS

Peco's medium-radius code 100 H0 turnouts are ideal for staging yards. They are very compact and diverge on a 12-degree angle, a half-degree sharper than a standard no. 5. But unlike standard turnouts, they have a continuous 36"-radius curve through the points, closure rails, and frog.

Because of their sharp angle of divergence they can form much shorter ladders than conventional turnouts, saving valuable staging track length. Nevertheless, almost all H0 locomotives and rolling stock can negotiate their curvature. — A. S.

side of the station. Tracks 11 and 12 were the regular slots for really long trains such as the Southern Pacific's *Sunset Limited* and the Louisville & Nashville's combined *Gulf Wind* and *Pan American* or *Piedmont Limited*.

The mail and express tracks will keep the switchers occupied in between runs to and from the coach yard. On this layout servicing a train means pulling the recently arrived consist back out to the staging track it came from. The switcher can either wait out there with it or be fiddled (hand-carried) back to the staging throat to reappear from beneath the overpass.

If you had a little more than 100 square feet you could model NOUPT on a U-shaped layout, and put the coach yard and enginehouse across the bottom of the "U." The September 1954 *Trains* Magazine article on NOUPT includes a track diagram that could guide this kind of expansion.

Compact staging ladder

Out in the open the layout is designed for Walther's code 83 track with no. 8 turnouts and double-slip switches on the station leads, and no. 6 and 5 turnouts to handle the shorter head-end cars.

There's no substitute for length in staging long trains, and the Peco medium-radius turnouts described in the sidebar above can save valuable distance. I've tested these with full-length passenger cars close-coupled with



JAMES G. LA VAKE

Kadee no. 5 couplers and cut-down Walther's diaphragms and they're completely reliable. (See *Great Model Railroads* 1991, page 22, for details of the car standards I follow, also on the MR Web site). Even the short S-curves on the two tracks to either side of the center tracks don't cause problems.

Long cars don't look their best going through these tight esses, but my answer to that would be to conceal the staging with storage shelves on top and sliding access doors in front.

With staging capacity for 116 cars in 12 trains, this layout will support a lot of passenger train modeling. 🚂

It's 4:30 p.m. on a May day in 1954, and the all-sleeping-car *Panama Limited* is leaving New Orleans Union Passenger Terminal on its overnight run to Chicago. Meanwhile, one of three blue-and-orange NOUPT SW8s is switching express cars on the lead in front of Clara Street Tower.

More on our Web site

There's a wealth of NOUPT material at www.modelrailroader.com, including:

- More 1950s photos by James La Vake.
- 1956 station timetable listing 48 trains.
- The 1991 GMR sidebar on passenger car coupler and diaphragm standards by expert modeler Chuck Hitchcock.

2002 NMRA national model contest WINNERS

Skill, patience, and a whole lot of detail parts earned top honors in Ft. Lauderdale

By David Popp
Photos by Jim Hediger

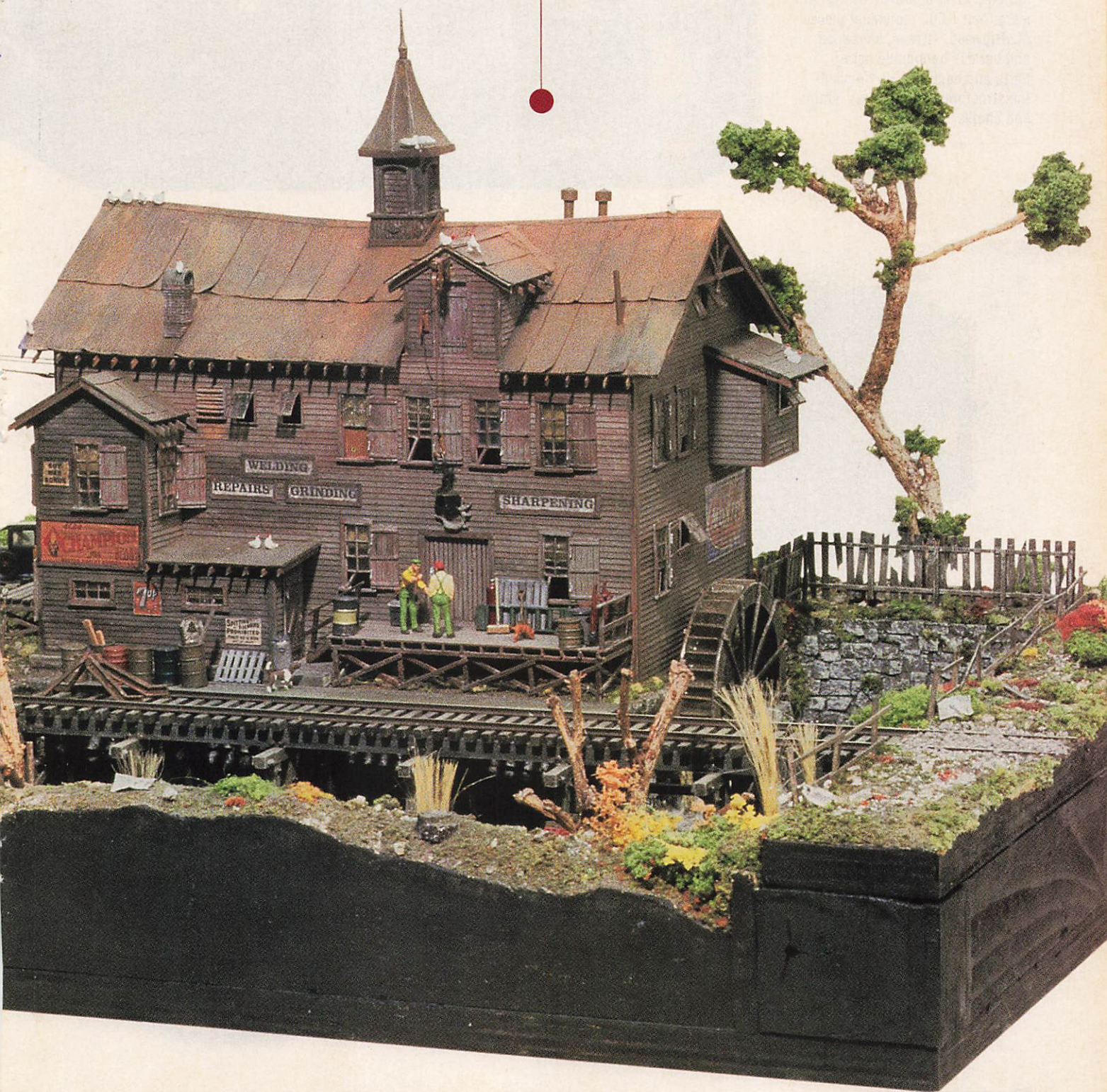
Talented modelers from as far away as Brazil took part in this year's National Model Railroad Association model contest. The event was part of the NMRA's 67th national convention held in Ft. Lauderdale, Fla., July 14-21, 2002.

Entries represented a wide range of interests and prototypes, continuing the tradition of outstanding craftsmanship one comes to expect at a national-level competition. Awards were given in 11 categories, including best of show. 🏆



On-line display

Marvin Kempner of Deerfield Beach, Fla., took first place in the on-line display category for his free-lanced HO scale Cartwright's machine shop. Marvin converted the structure from a water-powered flour mill by adding various metal, plaster, and plastic detail parts. He then weathered everything with a variety of paint, alcohol stain washes, and drybrushing techniques to give the entire structure a well-worn look. To complete the model, Marvin added an assortment of commercial and scratchbuilt detail parts and signs.



Best of show

Sam Swanson of Cincinnati, Ohio, captured the Best of Show award with his HO scale diorama "Persing Park." The scene is a typical rural roadside attraction of the 1920s featuring a lunch stand, wooden Ferris wheel, and a big-top merry-go-round. Sam drew plans for the rides from photos and then constructed them board-by-board from more than 1,600 individual pieces of stripwood, styrene, basswood, and various handmade detail parts and castings. He finished the structures using paints, stains, and chalks.



Freight car

Sam Swanson also took first place in the freight car competition with this HO_{N3} 20-ton wood hopper, painted and lettered for his own Greenbrier & Lost River RR. Following a prototype used on the Manns Creek RR, Sam cast the sides, doors, and ends in rubber molds made from his own styrene and wood masters. He then added detail parts, which he either constructed from scratch or cast in CR-600 plastic from molds he made after creating his own patterns.

Caboose

Allen Gross of Phoenix, Ariz., took first place in the caboose category for his HO scale model of Southern Pacific narrow gauge caboose no. 401. Following the prototype as it appeared in 1947, Allen made his model from more than 950 individual pieces and included a fully detailed interior. The caboose also received the United Transportation Union's Brass Lantern award for the model that best captures the traditional working environment of its members.





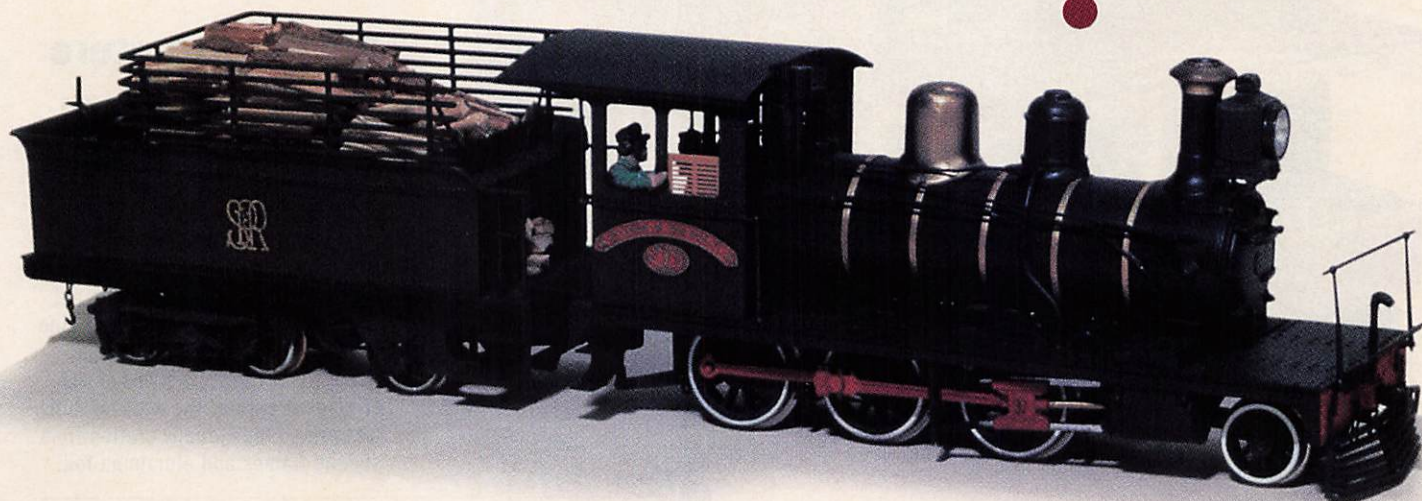
Diesel locomotive

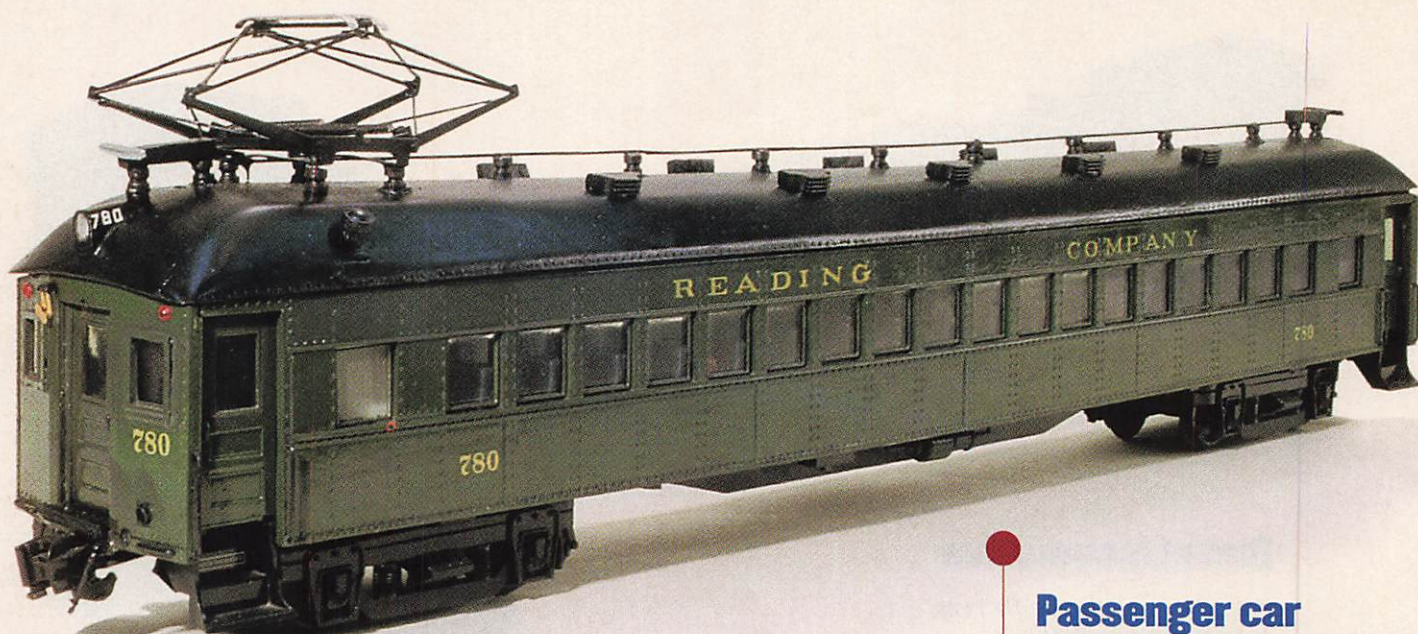
Philip Alldridge of Jupiter, Fla., was awarded both first place in the diesel locomotive competition as well as the Brotherhood of Locomotive Engineers' Brass Bell award for his HO scale BC Rail GE Dash 9-44CW locomotive. Philip started with an Athearn kit, reworked the shell to match the prototype, and added a cast-resin cab and numerous detail parts. He then painted the unit with Polly Scale paints and used decals from six different sources to accurately complete the model.



Steam locomotive

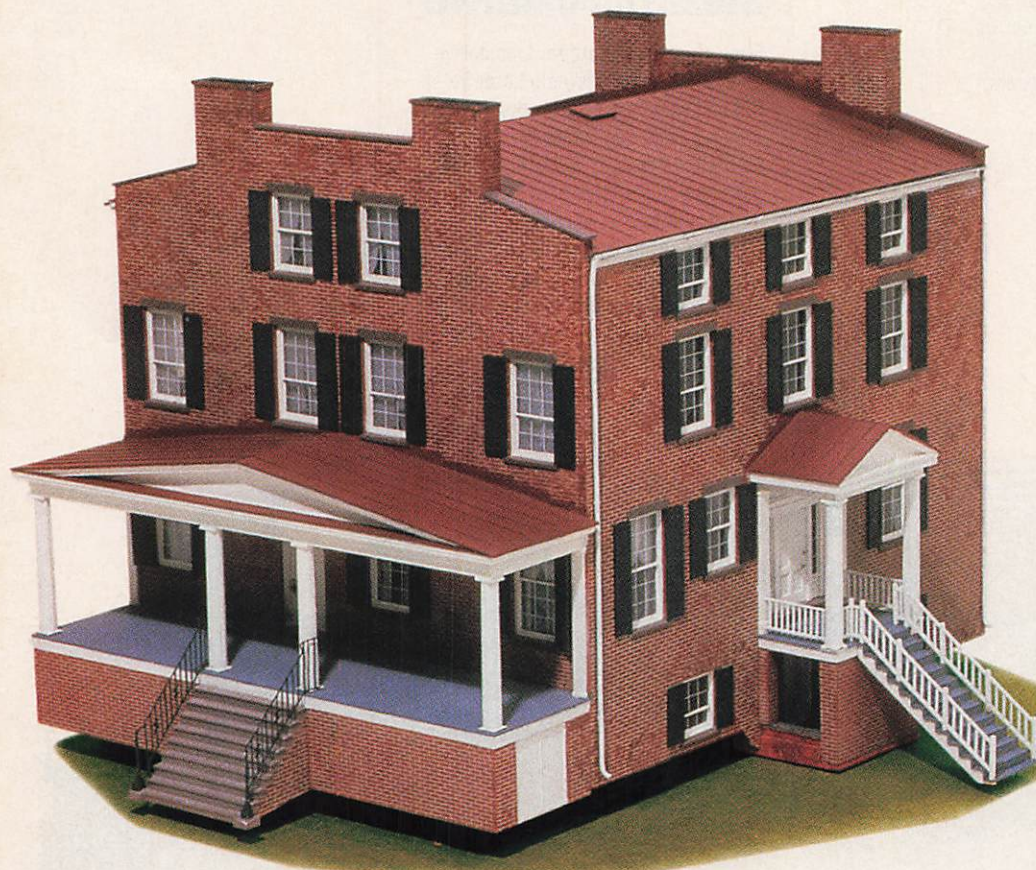
First place in the steam locomotive category went to Marcelo Lordeiro of Rio de Janeiro, Brazil, for his S scale meter-gauge São Paulo Ry. 2-6-0. Marcelo's model is a replica of the prototype locomotive as it now appears in tourist service. He scratch-built the entire locomotive from brass stock and cast many of his own detail parts. He used more than 59 individual pieces to make the tender truck sideframe pattern and mold, then cast the parts for the model.





Passenger car

William Russell of Marco Island, Fla., won the passenger car competition with his large scale (1:29) Reading Co. commuter electric car. William started with a Aristo-Craft coach and modified the carbody to match the prototype. He then rounded the existing roof with model putty, and added vents, horns, and other details.

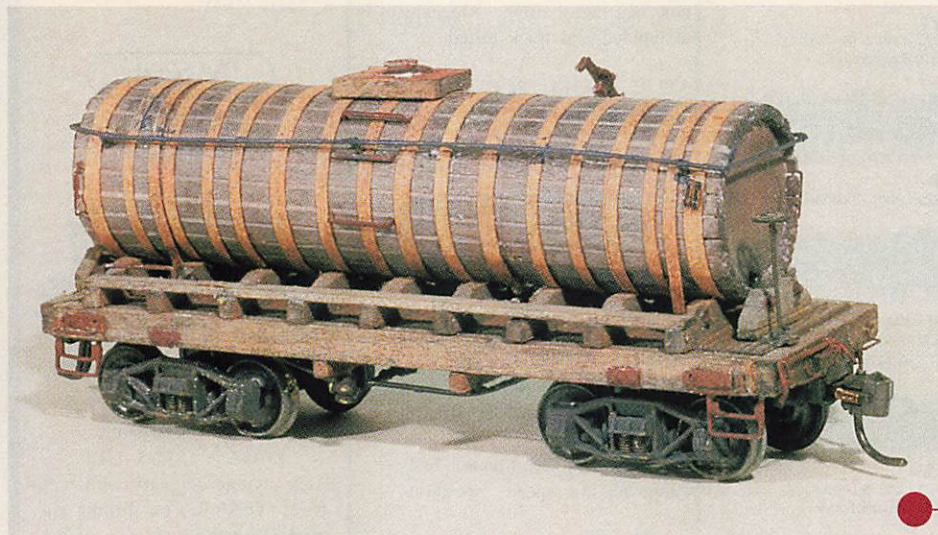


Off-line structure

John Johnson of Franklin, Va., was awarded first place in the off-line structure category for his HO scale brick residence. The model follows a prototype brick mansion called Ridick's Folly as it appeared in 1907 in Suffolk, Va. The model is made almost entirely of styrene. John cut apart and re-assembled Grandt Line window castings to re-create the five different window styles of the original structure. The window shutters are all individually crafted from styrene frames and aluminum foil.

Off-line display

Lowe's Place, built by Ray Persing of Tipp City, Ohio, won the off-line display category. Ray scratchbuilt the HO scale rural feed store structures from stripwood and scribed wood siding. He finished the models with commercial window castings. The diorama includes Micro Engineering track, Woodland Scenics products, sisal weeds, fake fur, and real dirt.



Maintenance-of-way

Roger Leonard of Jacksonville, Fla., received the first-place maintenance-of-way award for his HO scale Virginia & Truckee RR wooden water car no. 1. The model was based on a 3,895-gallon prototype built in 1900 by the V&T shops at Carson City, Nev. Roger scratchbuilt the body from a shaped wood dowel layered with stripwood. He added detail parts and commercial trucks to complete the model.

On-line structure

The first-place award for on-line structure went to Ron Gough of Roswell, Ga., for his HO scale Duncans Mills depot. The prototype was originally built in Duncans Mills, Calif., by the Northwestern Pacific RR in 1870 and then rebuilt in 1910 to the original plans after an earthquake destroyed it. Ron scratchbuilt his model with a variety of materials including stripwood, brass, and 600-grit sandpaper cut into more than 5,400 scale 6" shingles.





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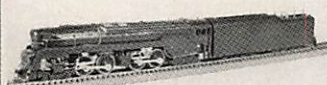
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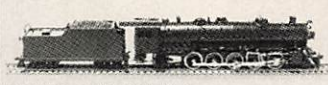
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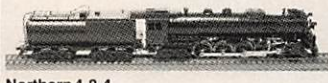
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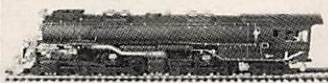
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Model a stone viaduct



Styrene forms and expanding foam make it lightweight and simple

By Marc Jasinski • Photos by the author

A few years ago I was faced with the challenge of needing to build a curved stone viaduct for my HO scale layout in a fairly short period of time. In the past I've tried both carving plaster and using beaded foam insulation board with typically time consuming and messy results. Looking for an alternative, I turned to some readily available construction materials and assorted printed brick paper. As a result, I was able to construct the viaduct quickly and learn a neat way of building durable lightweight structures in the process.

Using stone to build bridges has been in practice for thousands of years, and some of the earliest Roman stone arch structures can still be found all over Europe. Railroads read-

A short local train heads out over the graceful five-arch curved stone viaduct on Marc Jasinski's HO scale layout. When circumstances left Marc only a short period of time to build the structure, he turned to some easy-to-use lightweight materials to get the job done.

ily adopted the building technique to span everything from mountain valleys to simple culverts as arched viaducts made of stone easily handled the forces of physics created by a moving train. Building with stone was eventually discarded in favor of bridges made of iron and later steel, which were less expensive and time consuming to construct.

Start with a shell

Unlike a normal bridge construction project, we will start building our stone viaduct from the top down! First, cut the single-track roadbed for the viaduct $2\frac{3}{8}$ " wide from $\frac{3}{4}$ " plywood. Make sure the roadbed is the proper length to fit the

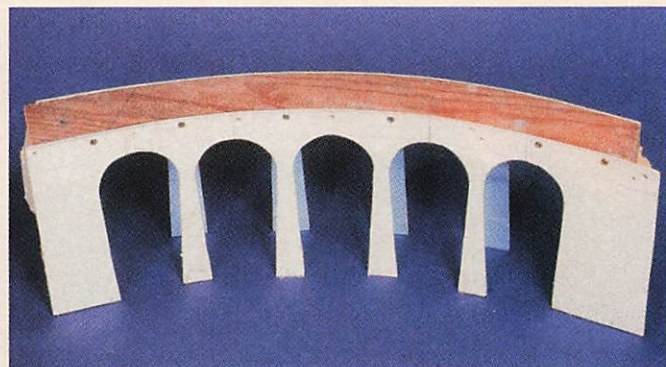


Fig. 1 ROADBED AND SIDES. This view shows the styrene sides attached to the roadbed. Marc countersunk the flathead wood screws in the styrene to create a smooth laminating surface for the brick paper. Because the viaduct is curved, the back columns are wider.

Fig. 2 VIADUCT PIER CROSS SECTION

Not to scale

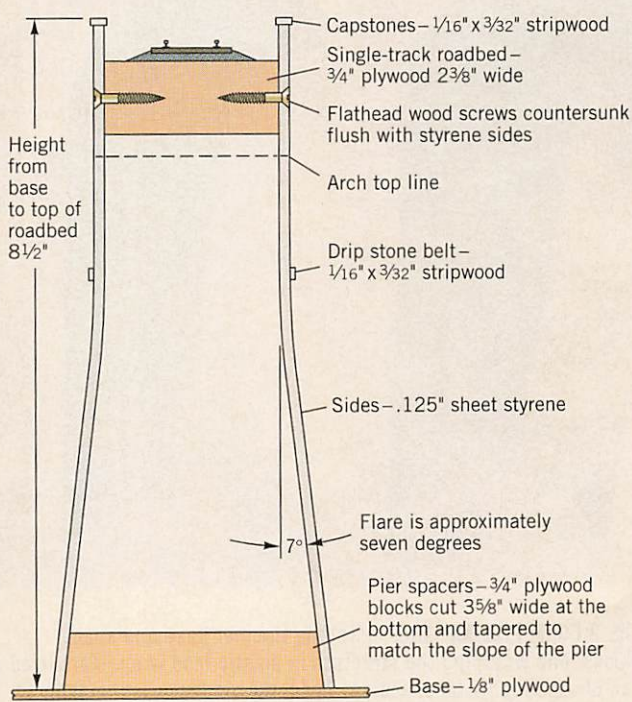


ILLUSTRATION BY RICK JOHNSON

opening in your layout before proceeding. To make the arched sides, I used an $\frac{1}{8}$ " PVC plastic sheet material sold in lumberyards for paneling kitchen and bathroom walls, but .125" styrene sheets will work just as well.

Drawing elegant, credible, and structurally sound shapes for the arches is no mean feat! I suggest practicing on cardboard and looking at photographs for help. Once you have a shape that works, cut a template out of the cardboard.

Next, use your template to trace the arch outlines on the inside styrene sheet. Start with the middle bridge arch and work your way outward, making sure the arches are equal distances apart to form uniform piers. Also, include ample material at each end for the two bridge abutments.

When finished with the inside face, repeat the process for the other side, however, keep in mind that if you are building a curved viaduct like mine, you will need to space the arches farther apart to keep them aligned with those on the inside, so the outside pier faces will be somewhat wider.

Using a jigsaw or a coping saw, carefully cut the arch centers from the two sides and sand or file the curves smooth for a uniform appearance. When finished, attach the sides to the $\frac{3}{4}$ " roadbed using contact cement and flathead wood screws. You will need to countersink the screws so the heads are flush with the bridge sides. At this point your bridge should look similar to mine in fig. 1.

Flaring and filling

On most viaducts, the pier sides are wider at the base for increased stability. The flare of the pier side typically forms a seven-degree angle. Figure 2 shows a cross section of what the piers will look like when the process is complete.

To make the pier flare, start by cutting a base for the viaduct from $\frac{1}{8}$ " plywood, much like the roadbed but at least twice as wide. (It can be trimmed later when you are ready to install it on the layout.) Next, cut blocks $3\frac{5}{8}$ " wide from $\frac{3}{4}$ " plywood for the base of each pier and both abutments. (If your

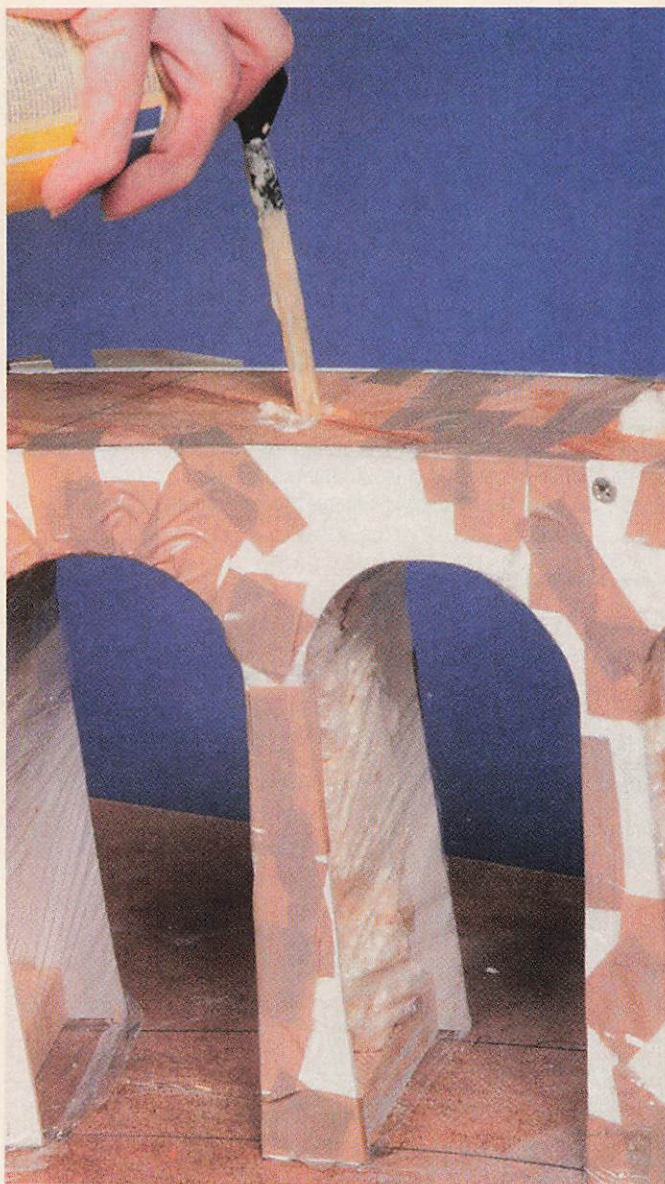


Fig. 3 FOAM FILLING. After installing the pier base and spacer blocks, and wrapping the structure in plastic food wrap, Marc used a can of expandable foam sealant to fill the viaduct shell, making it solid yet lightweight. Gaps will later be filled with water putty.

bridge is shorter than mine, you will need to adjust the block width or your pier bases will be too wide.) The blocks spread the base of the pier sufficiently and form the proper flare. Sand the sides of each block to taper the fit to the pier side. When flush, glue the blocks to the sides of each pier and the plywood base with contact cement.

To make our bridge rock-solid yet lightweight, we will fill it with an expandable foam sealant. Start by drilling a series of $\frac{3}{16}$ " holes through the roadbed above each pier. Next, using packing tape and plastic food wrap (the kind made for microwave ovens, with small air holes), wrap all of the pier and arch openings to seal the structure.

Following the directions on the can, inject the foam sealant into each of the holes along the top of the viaduct shell, filling each pier approximately one-half to two-thirds full as shown in fig. 3. The foam will expand into the remaining space and probably force its way out of the plastic wrap, but don't worry – we'll take care of that later.

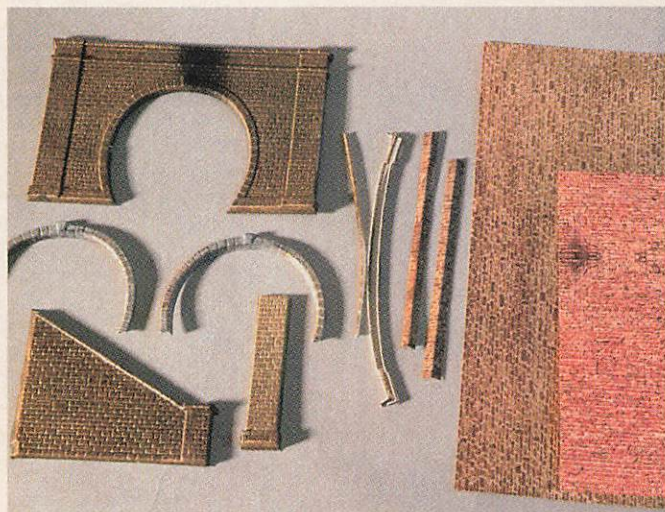


Fig. 4 STONE SKIN. Instead of using the time-consuming practice of carving the stonework in plaster, Marc covered the exterior of the viaduct with several types of Faller brick paper and Peco tunnel parts. He used a strong contact cement to apply the materials to the styrene and foam surfaces.



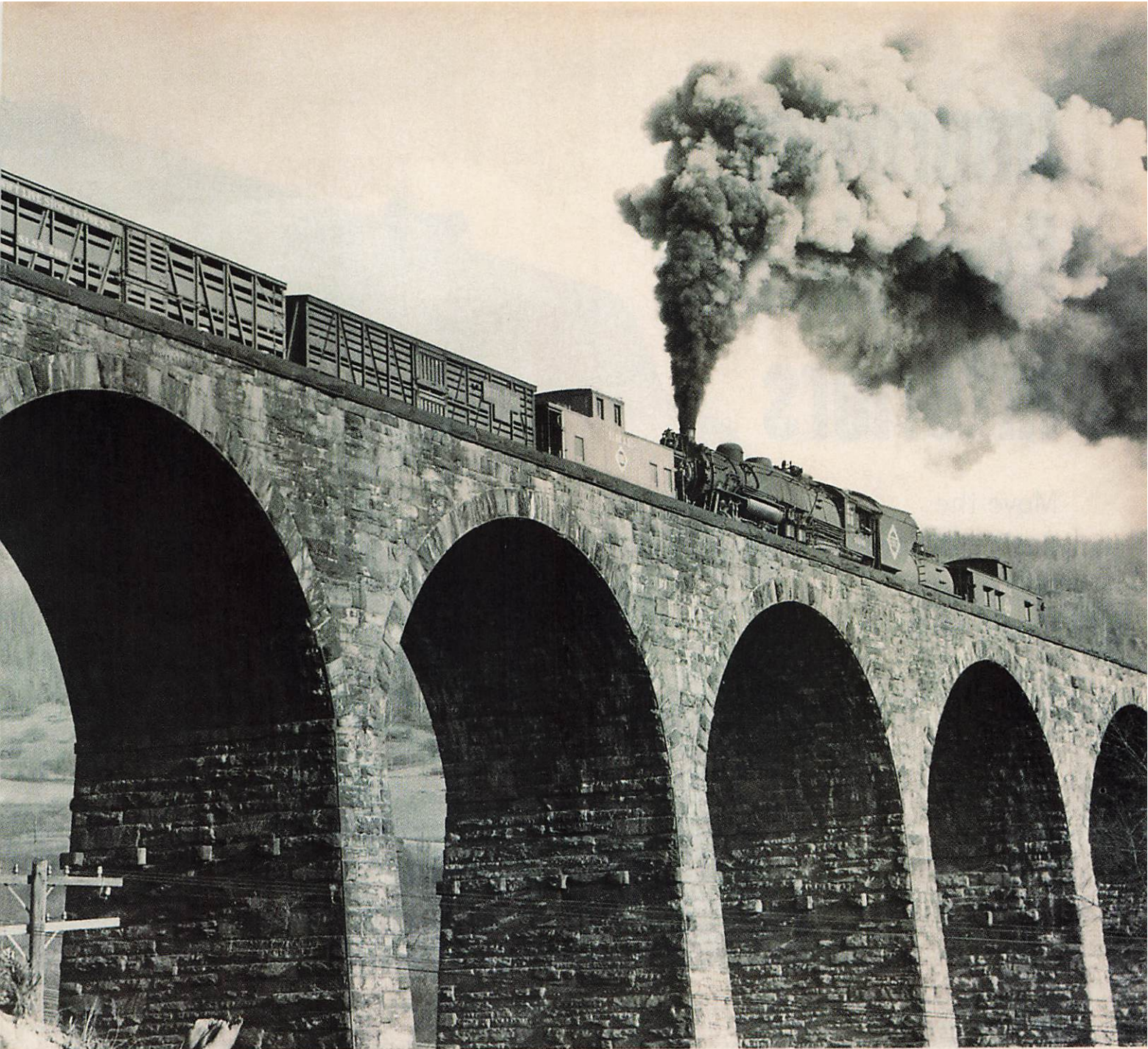
Fig. 5 ADDING FINAL DETAILS. With the paper and trim complete on the lower part, Marc added the drip stone belts and capstones using painted and carved stripwood pieces. When finished, the viaduct appears to be constructed with three-dimensional stones.

Once the foam has set for two days, unwrap the bridge to let the foam harden completely for another day. Then, using a sharp knife, carve away any excess foam and sand the new arch surfaces smooth. If you have any gaps or holes, fill them with a water-based putty such as Durham's Water Putty.

Add the stone

To surface the stone viaduct, I used several different Faller brick papers and some Peco tunnel parts, as shown in fig. 4. Starting inside the arches, first test-fit, then glue Faller 624 tunnel wall lining in place with contact cement, leaving it overhanging slightly on both edges. Continue until all arches are lined. When dry, trim the excess paper with a sharp knife or single-edged razor blade. Next, surface the remaining flat portions of the bridge with Faller 607 glazed brick paper. Again, trim away the excess material when dry.

On many viaducts, the edges are reinforced with stone trim work. For the straight edges on the piers, I used Faller



WAYNE BRUMBAUGH

615 yellow stone paper cut into strips and neatly folded in an L shape. I then glued them in place on the bridge.

For the curved arch trim I used Peco LK-31 tunnel entrances. You will need to handle these plastic pieces very carefully as they are quite brittle. After trimming them to fit, glue them in place with contact cement.

The last trim pieces to add are the drip stone belts and capstones. Make these out of stripwood painted to match the other stone trim and install them at the tops of the piers under the arches and along the top edge of the viaduct as shown in fig. 5.

Finishing your viaduct

Every stone viaduct is unique. Some have walls at the top along the tracks while others have fences, and many just end at the capstones. I added an upper set of walls with etched brass fence inserts to mine. This is where a prototype photo or two is useful for completing your model.

Like their European counterparts, American railroads also used stone viaducts to cross valleys and rivers. Here we see Erie's Starrucca Viaduct in Lanesboro, Pa., as it looked more than 50 years ago. Still in use today, the 1848 double-track structure has 18 arches and stands 100 feet tall at the valley's lowest point.

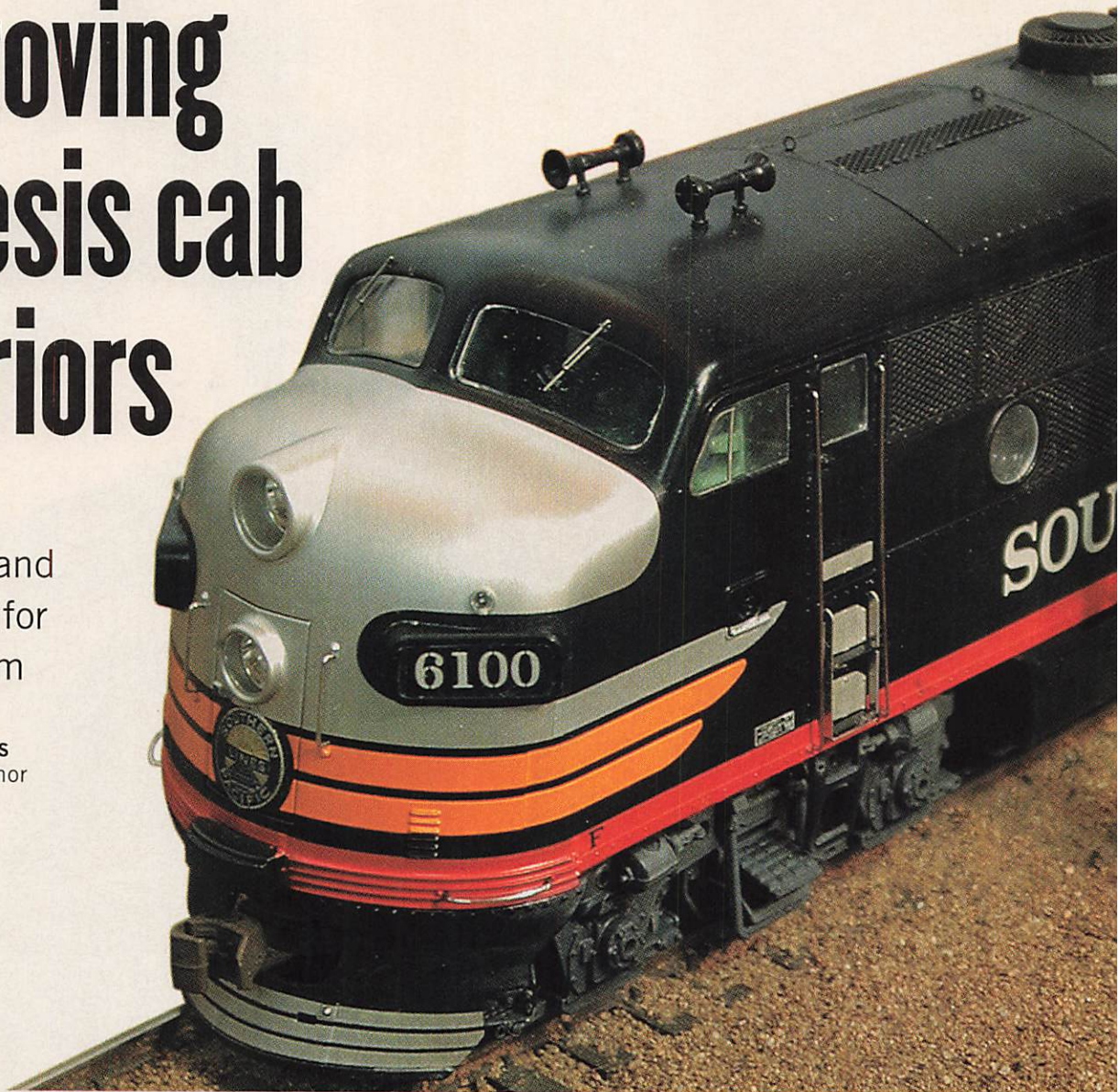
All that is left is to lay the track, fill in the scenery, and blend it all together with a little painting and weathering. With that, your new lightweight stone viaduct is ready serve on your layout for years to come. ☛

Marc Jasinski, 69, lives in Brussels, Belgium, with his wife, Anne-Marie. Marc is a retired professional diver and underwater photographer and his four grown sons are also experienced divers. In addition to his HO railroad experience, Marc has built exhibition railroads for Märklin and a full-sized underwater two-foot gauge railroad used to remove rocks and sediments from a major underwater archaeological excavation site.

Improving Genesis cab interiors

Move the dashboard and add a crew for more realism

By Robert Smaus
Photos by the author



Athearn's new line of Genesis HO F units has certainly captured the classic lines and exterior details of the prototypes. However, I was somewhat surprised at the view inside. The interior was located about a scale foot behind the windshields, so I was seeing the back of the interior's front bulkhead instead of the dashboard.

I'd noticed this problem before I bought my F3s, but figured it would be an easy one to fix. All it took was a little surgery to lengthen the interior molding.

Removing the body

Most of the early Genesis F units were delivered without disassembly instructions, which are available on the firm's Web site at www.athearn.com. The front coupler and box must be removed first. Then, with my thumbs on top, I slipped a fingernail between the body skirt and the chassis on each side and gently spread the body.

The locking tabs are molded on the bottom of a pair of clear plastic inserts that fit into the porthole windows and are glued to the inside of the body shell on both sides. See fig. 1. These tabs latch into recesses on both sides of the metal frame to lock the body in place.

Spreading the body disengages these locks so the chassis can slip out, but it's a tight fit. I was careful to catch the chassis with my remaining fingers to avoid putting any stress on the headlight wires.

The lamps are glued into the headlights with dabs of silicone sealer, so I left them alone. After noting their connections, I disconnected the lamp wires from the PC board so I could carefully pull them out through the interior.

With the shell off and the lamp wires disconnected, I could easily lift the cab interior off of its mounting lugs.

A new floor . . .

I tried two methods to lengthen the cab interiors. The first was to make a new floor from .040" styrene. This new floor, shown in fig. 2, was cut a scale 16" longer than the original. Then I cut or wiggled everything loose from the original floor and cemented the detail parts in the same locations. I also shortened the original dash so it would fit snugly beneath the windshields.

While making a new floor or trimming the original sounds easy, doing so required numerous trial fittings and modifications. I discovered the original floor has many little cutouts

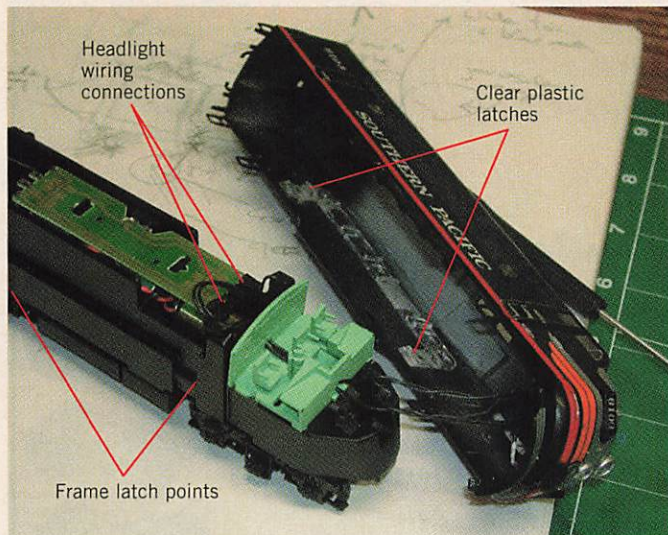


Fig. 1 ORIGINAL INTERIOR. Bob released the clear tabs which lock the body onto the frame and disconnected the headlight wiring.

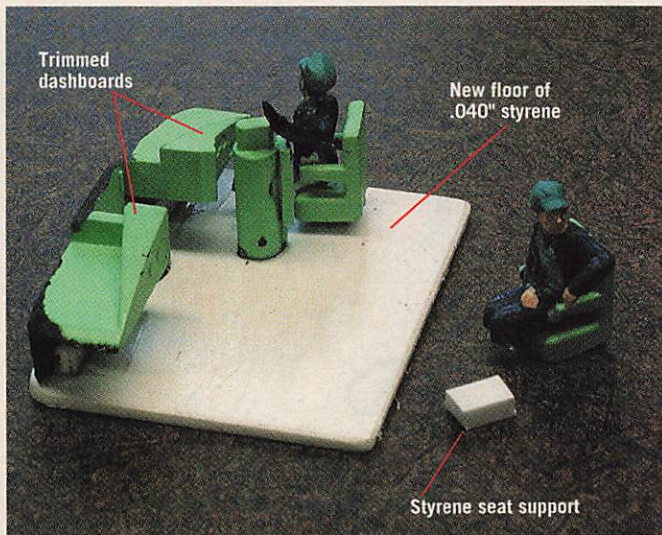


Fig. 2 NEW FLOOR. On the first unit, Bob repositioned the original interior details on a new styrene floor and added an engine crew.

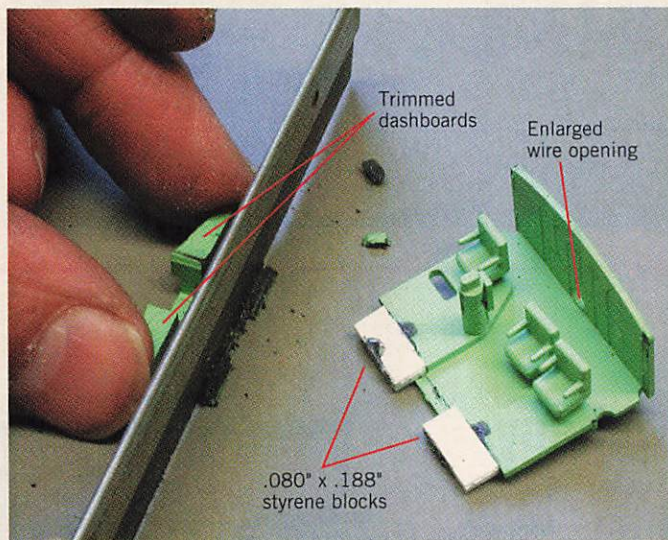


Fig. 3 REMODELED FLOOR. On the second model Bob extended the original floor before repositioning the dashboards and other details.

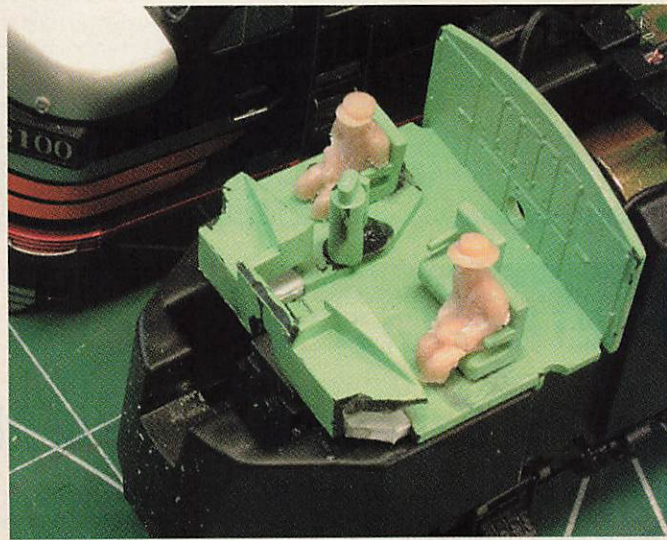


Fig. 4 ENGINE CREW. Here's how the unpainted engine crew figures were modified to fit into the chairs on Bob's second model.

and grooves designed to clear things such as grab irons protruding into the body.

On the second unit, I simply wiggled the dash piece loose and shortened it by cutting about a foot off the bottom. Then I added pieces of styrene to lengthen the floor 16 scale inches as shown in fig. 3. Finally, I cemented the cut-down dash to the ends of these two little pieces (there are two because the headlight wiring must pass between them).

This modification wasn't quite as neat as my new floor solution, but it was much easier to do and a snap to reinstall. I did have to taper the dash and extend the floor so they would fit properly, and I had to enlarge the hole in the rear bulkhead for the headlight wiring.

I trimmed off all three seats and the control stand, shortened these details about a scale foot in height, and repositioned them closer to the dash. Prototype photos show the chair armrests were nearly even with the side windows, so that's the height I aimed for.

I mounted the chairs on blocks of styrene to get the proper height, then spray-painted everything light green.

Final assembly

I added an engine crew by shaving down a pair of sitting figures until they fit into the chairs. I had to trim off their legs because there's little room between the seats and the floor.

I pressed the interior back onto the frame, hooked up the headlight wiring, and carefully snapped on the shell. Then I added Kadee no. 33 short-shank couplers to both ends.

I'm much happier with the view into the cab interiors on my F3s now that both dashboards have been revised. The arm rests on the seats and the crew are visible when the light is just right. But that's as it should be, since the interior of an F unit is designed to help reduce glare. ♦

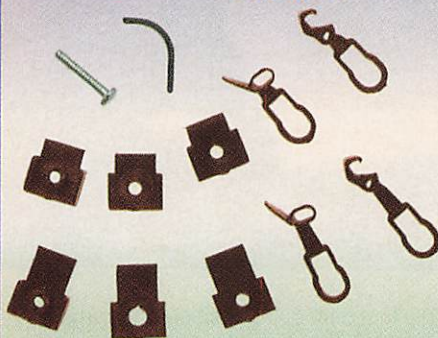
Bob is a frequent contributor whose HO Southern Pacific layout appeared in the March 1999 MODEL RAILROADER.

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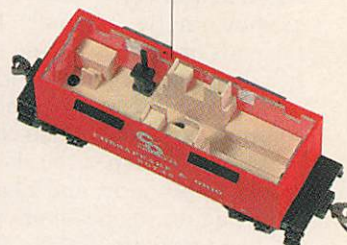
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1400	1400	Undecorated - 6' door
1401	14014	Atlanta & West Point
1404	14044	Burlington (CB&Q)
1406	14064	Canadian National
1407	14074	Chicago North Western
1408	14084	Canadian Pacific
1409	14094	Delaware & Hudson
1410	14104	Erie
1412	14124	Georgia
1413	14134	Gulf Mobile & Ohio
1416	14164	Illinois Central
1417	14174	Illinois Terminal
1419	14194	Louisville & Nashville
1420	14204	M-K-T
1421	14214	Missouri Pacific
1422	14224	Nashville Chattanooga & St Louis
1424	14244	Nickel Plate
1425	14254	Northern Pacific
1427	14274	New York Central
1430	14304	Soo Line
1431	14314	Spokane Portland & Seattle
1433	14334	Texas & Pacific
1434	14344	Union Pacific
1435	14354	Wabash
1436	14364	Western Railway of Alabama
1438	14384	Santa Fe
1450	14504	New York Central

7' Door Cars

Single#	4 pack#	Road
1600	1600	Undecorated - 7' door
1601	16014	Buffalo Creek
1602	16024	Detroit & Toledo Shore Line
1603	16034	Erie
1604	16044	Grand Trunk Western
1605	16054	Grand Trunk Western
1606	16064	Lehigh Valley
1607	16074	Nickel Plate
1608	16084	Pennsylvania - circle
1609	16094	Pennsylvania - shadow
1610	16104	Toledo Peoria & Western
1611	16114	Western Maryland
1612	16124	Western Pacific



8' Door Cars

Single#	4 pack#	Road
1500	1500	Undecorated - 8' door
1504	15044	Detroit Toledo & Ironton
1505	15054	Erie
1506	15064	Illinois Central
1507	15074	Kansas City Southern
1509	15094	Missouri Pacific
1511	15114	Pittsburgh & West Virginia
1512	15124	Pennsylvania - circle
1513	15134	Reading
1514	15144	Southern
1517	15174	Maine Central
1520	15204	Reading
1521	15214	Pennsylvania - shadow



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ABCs of painting and lettering

Can't find the rolling stock you want? Then take the plunge and paint your own using the following simple techniques.

Easy tips for adding cars in your road name to your layout

By David Popp

Photos by Jim Forbes and William Zuback

So, I just had to have that beautiful New York, New Haven & Hartford N scale GP9 I saw at the hobby shop. Only after I bought it did I discover that no one made passenger cars or a caboose to go with it!

Whether your story is the same as mine, or you've decided to model a road for which few manufacturers produce rolling stock, the fact is that without signature items such as cabooses or passenger cars, it becomes difficult to present your model railroad authentically.

Fortunately with a little bit of research and some basic painting and decaling skills, you can have those signature cars to complete your railroad roster. And, that New Haven GP9 (or whatever railroad you model) doesn't need to be so lonely after all.

So what are you waiting for? School is in session – grab a desk and open your notebook as we go step-by-step through what it takes to add authentic-looking equipment to your railroad fleet. ☛

► More on our Web site

To see a video clip demonstrating proper airbrushing technique, visit www.modelrailroader.com. The clip is from MR's *Airbrushing with Acrylic Paints* video (Kalmbach).

Bill of materials

Arnold/Rivarossi

537 Union Pacific
heavyweight set no. 1

579 Penn Central
streamline set no. 2

Kato

1860300 caboose
undecorated

Floquil paint

130012 Reefer Gray
130045 Pullman Green

Micro-Trains

1017 four-wheel
passenger trucks (4)
1018 six-wheel
passenger trucks (2)

Microscale decals

104 Micro Set
105 Micro Sol

6068 New York, New Haven
& Hartford hood unit
diesels

60207 NH 8600 passenger
car decals

60884 NH passenger decals

60937 NH cab unit diesels

Modelflex paint

1607 Signal Red
16182 New Haven
Red-Orange

Polly Scale paint

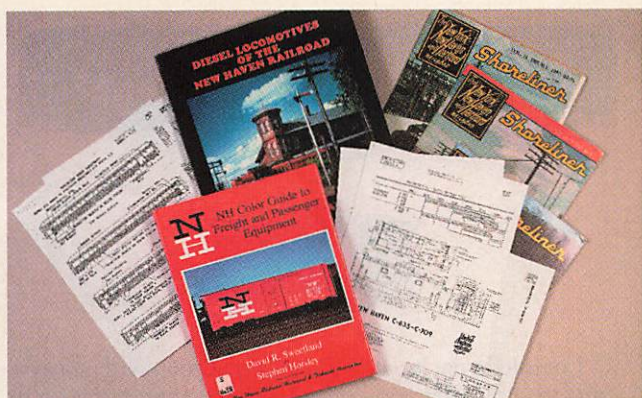
414113 Reefer White
414173 UP Dark Gray
414290 Engine Black
414299 Flat Aluminum

Testor Corp. paint

1249 Flat Black
1260 Dullcote
1261 Glosscote

A

Know what you need before you buy it



Before buying cars, paint, and decals, you need to have a better idea of what you are trying to copy. Historical societies usually can provide extensive information. At *Trains.com*, I found the Web address for the New Haven Historical and Technical Association. Its site helped me locate detailed information such as color data sheets from its archives, and facts and photos from its publication, the *Shoreliner*.

Books are another great resource. Perhaps the best reference in my case was the *NH Color Guide to Freight and Passenger Equipment* (Morning Sun Books). Similar

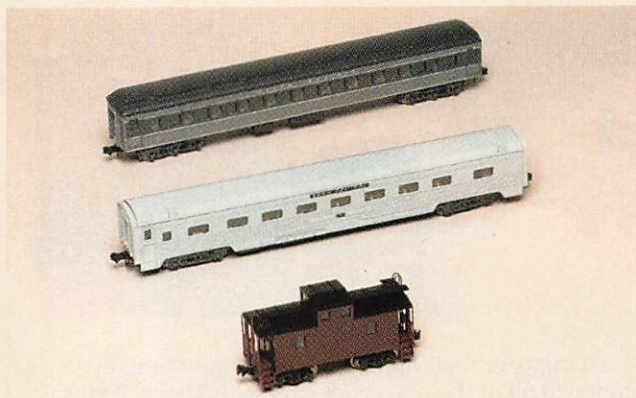
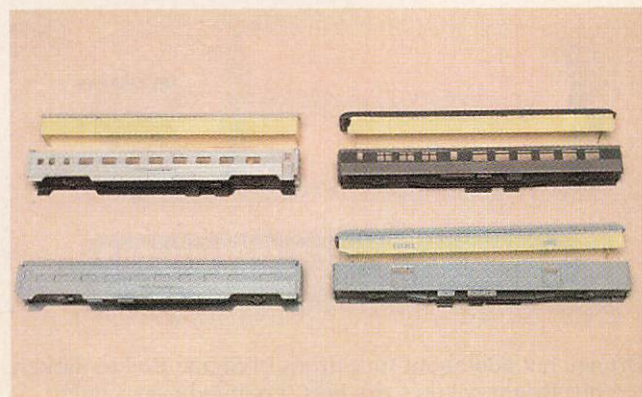


photo books are available for many different railroads.

Armed with some New Haven photographs and equipment rosters, I then looked for manufacturers' products that were prototypically similar. Passenger trains with streamlined and refurbished heavyweight cars were a common sight on the New Haven of the 1950s. To emulate this, I chose two sets from Rivarossi's line of nicely detailed N scale passenger cars. For cabooses, I selected the new Kato North American cupola caboose. Though four feet shorter, it has the look of a New Haven class NE-6 steel caboose and makes a good substitute.

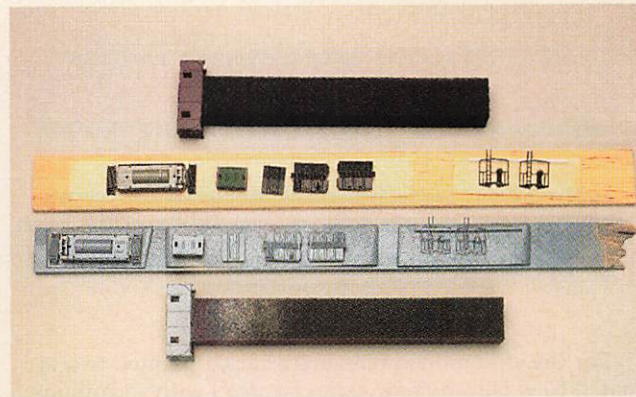
B

Preparation and priming



Before painting, remove any old lettering and then prime your cars to provide a clean, uniform surface for the new paint. To strip a car's old lettering, brush a small amount of Microscale's Micro Sol over the existing lettering. Once the Micro Sol evaporates, gently rub the area with a pencil eraser until most of the lettering is gone.

To prime the Rivarossi cars, first disassemble them completely. Since they have a separate roof molded to include the interior window glazing, mask the clear glazing using ordinary masking tape and trim away the excess from the bottom as shown in the photo on the left.

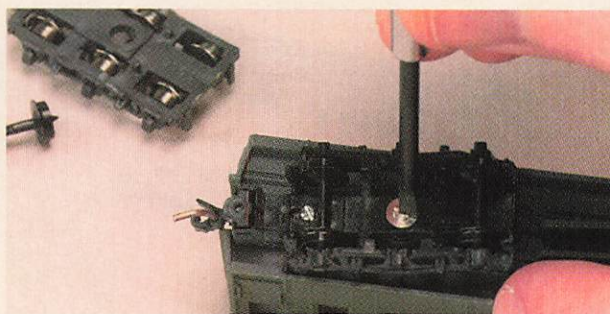


You can then slip the roof back on the car body to effectively mask the windows as well as interior from overspray while you paint the model.

For the Kato cabooses, since they come apart in very small pieces, painting the roof, body, and underframe separately is easy. As shown above, I attached the smaller pieces to a stick lined with masking tape positioned sticky-side up to prevent things blowing away while I paint them. I used a foam rubber block to hold the car-body. Spray all the cars with Testor's Flat Gray Primer and allow the parts to dry completely before continuing.

C

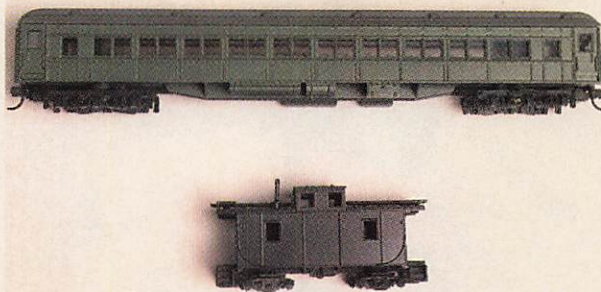
Couplers and trucks



To improve their appearance and operation, I equipped all of the passenger cars with Micro-Trains replacement trucks and couplers. I used six-wheel set no. 1018 for the heavyweight cars and four-wheel set no. 1017 for the streamliners and the baggage car. To replace the trucks, simply unscrew the old ones and swap them out for the new ones following Micro-Trains' instructions. Since the Kato caboose already comes with Micro-Trains-compatible knuckle couplers and trucks, I did not replace them. Set all trucks and couplers aside until the cars are painted.

D

Using spray cans



I painted coach 649 and caboose C-660 with spray cans to show that you don't always need an airbrush to get good results. When using spray cans remember that multiple light applications of paint are better than one thick coat. For heavyweight coach 649, replace the masked roof and spray the body with two light coats of Floquil Pullman Green. When dry, remove and spray the roof with Floquil Reefer Gray. Later, go back and brush-paint the underbody details Polly Scale Engine Black. For caboose C-660, spray the whole car with two light coats of Testor's Flat Black.



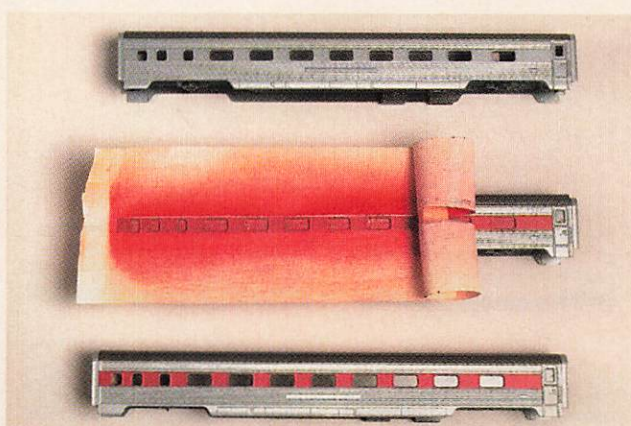
E

Airbrushing passenger cars



For the streamlined passenger cars, I painted two to match New Haven *Point* series sleepers with vermilion trim and one as a *Beach* series sleeper without it. For the heavyweight baggage and diner I used the striking late-1950s black and vermilion scheme. First, airbrush all the streamlined cars and the parts of the diner and baggage car that will receive vermilion paint with Polly Scale Flat Aluminum in two light coats, letting it dry overnight.

Next, following the photos, mask the streamlined cars receiving vermilion stripes with drafting tape (it is not as sticky as regular masking tape). Since the heavyweight diner and baggage car will eventually be painted black, there is no need to mask them at this point. For the vermilion color, use Badger's Modelflex New Haven Red-



Orange but add about four drops of Signal Red to darken it a bit. Bright colors work best if painted over a light color, like our aluminum undercoat, and red is a particularly tricky color to work with. Be patient; it took me five coats to get the right look! When finished, let the paint set for half an hour before removing the masking tape.

Even though I peeled the tape back very slowly, some of the aluminum paint let go from the body. Fix these spots by carefully flowing more paint into the damaged area with a small brush. Finally, remove the streamliner roofs and airbrush them Polly Scale UP Dark Gray.

After giving the heavyweight cars a night to dry, use drafting tape again to mask off the stripes and baggage doors, then airbrush both cars Polly Scale Engine Black.

F

Airbrushing cabooses



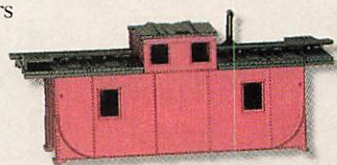
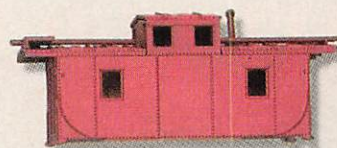
New Haven caboose paint schemes varied greatly. I selected four different ones to show several techniques (remember we've already spray-painted C-660 black).

To paint all-red car C-664, after priming the shell and roof sections, reassemble the shell and airbrush it with multiple coats of the Modelflex New Haven Red-Orange and Signal Red mixture. For black-and-white caboose C-700, prime only the areas that are to be painted white.

When dry, airbrush the ends of the body and cupola Polly Scale Reefer White. Next, carefully mask the white areas using drafting tape and airbrush the rest of the parts Polly Scale Engine Black. After removing the tape, brush-paint the doors NH Red-Orange.

I painted red and black caboose C-646 in separate pieces. With the car disassembled, prime the body and cupola only, then paint them with the NH Red-Orange and Signal Red mix. Airbrush the roof panels Engine Black.

When finished, set all of the caboose bodies aside for decaling and airbrush all caboose trucks, railings, and underframes Engine Black.



G

Applying decals



Decals need a glossy surface for good adhesion. Spray each carbody with several coats of Testor's Glosscote and let it dry thoroughly. (When using sealers, do not spray the window glazing as it will mar the clear finish!)

Microscale makes decal sets for New Haven passenger cars (see bill of materials), but not cabooses. For those, I used set 60-937 for the large NH markings and numbers and for the older style caboose lettering, I used set 60-68. Look at photographs to help you select the correct decals.

Work slowly with decals and soak only a few at a time in a puddle of water on a small dish like a yogurt con-

tainer lid. While the decal soaks, brush a thin coat of Microscale's Micro Set to wet the surface of the model.

When the decal is ready to come off its backing paper, lay it upside down on your index finger. Slip the backing paper away with your thumb and capture the decal on the flat side of a dull hobby knife blade. Use the knife to place the decal right side up on the model.



To position the decal, first draw off the excess water with the edge of a paper towel. Next, gently press the decal in place with a foam rubber sponge block. If the decal needs to be moved, apply a small amount of Micro Set to re-float it.

When a decal needs to cover irregular surfaces such as the ribs or rivets on our passenger cars, use a decal softener, like Microscale's Micro Sol. Brush a light coat of Micro Sol over the decal and let it dry. The decal should mold itself to the irregular surface properly. However, if the decal dries with bubbles under it, poke the air pockets with a sharp hobby knife and apply more Micro Sol.

Once the decals have had a sufficient time to air dry, seal them to the car with several coats of Testor's Dullcote. With painting and decaling complete, reassemble your new cars and send them on a tour of the layout!

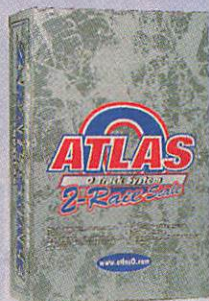
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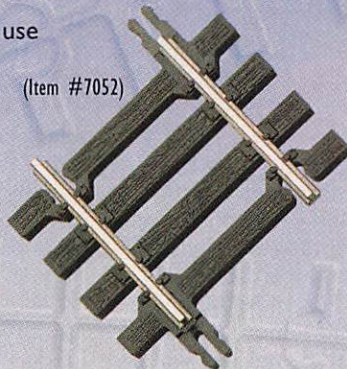
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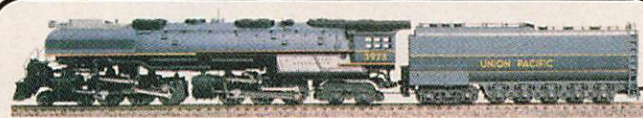
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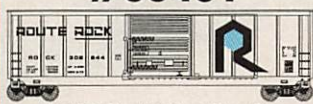


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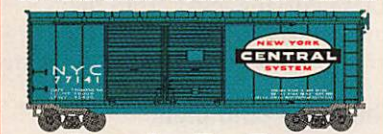
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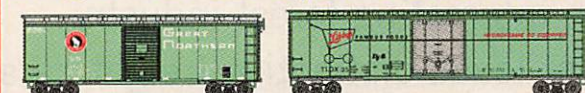
#20504 Denver & Rio Grande Western

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40' Offset Side 3-Bay Hopper
#16102 Pere Marquette



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**AN INDUSTRY
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A rural wood chip plant

An interesting forest industry
that loads distinctive freight cars

By Kyle Lael • Photos by the author

This wood chip plant, with its large circular stack of logs, would make an eye-catching rural industry for a modern model railroad. Operated by Bristol Industries, this forest products plant at Bridgewater, N. C., produces top-quality pine and hardwood chips for the Champion Paper Corporation.

The Norfolk Southern hauls the wood chips to a paper mill about 80 miles away in Canton, N. C. The NS has a single-track main line through this area, with a passing siding in Bridgewater. This chip plant is near the east end of the siding with a pair of loading tracks curving away from the NS main line to the southwest. A third empty-car storage track runs parallel to the main.

The wood chip plant

Bristol Industries' chipping system was built by Fulghum Industries, a company that specializes in wood chipping technology. This system, which began production in September 1985, provides direct-line processing which converts logs into wood chips. Each production step feeds directly into the next stage of the process.



Left: This conveyor has three chutes so it can deliver chips to trucks or either track. Empty chip cars are stored on a spur next to the main line (upper right). **Top:** The crane's grapple removes bunches of logs from the trucks. Then they're either sorted and stacked around the crane or set on the feeder for the debarker. The crane's operating cab is high on the front A-frame so the operator has a clear view of the work zone. **Above:** Logs are stacked, butt end out, for easier delivery to the initial feed table on the far right.

An office building with an adjacent truck scale is located at the plant's entrance. A separate steel building houses the maintenance shop, which includes grinding machines for blade sharpening along with the usual welding and hydraulic repair equipment.

The predominant feature of the plant is the circle of stockpiled, tree-length logs. This pile stands about 40 feet high, surrounding a 66-foot-radius circle of 90-pound rail. A custom-built, pivoting, 125-foot Fulghum crane rides on this circular rail, working in either direction to unload, sort, and stockpile the logs or feed them into the chipping system.

Plant operations

Bristol Industries receives tree-length pine and hardwood logs by truck. The arriving loads are weighed and then unloaded. On the way out, the empty truck is reweighed to determine the net weight of its timber load.

The raw logs are sorted by species as they're placed on the stockpile, or they may be moved directly onto the feed line for chipping. The crane operator delivers a mix of hardwood and pine logs to the feed line according to the customer's specifications.

As the logs enter the plant they're carefully inspected for anything which might damage the chipper blades. Top-quality logs, suitable for use as dimensional lumber, are set aside and sold to a nearby sawmill. The remainder are cut into 15-foot lengths which go into the debarking machine.

This machine has two large cylinders which are partially filled with logs. As the cylinders rotate, the logs roll against each other to remove the bark. Slots in the cylinders allow the shredded bark to escape and fall on a conveyor belt, which delivers it to waiting trucks. This

WOOD CHIP CARS

Modern wood chip cars are mostly super-size steel gondolas with bodies more than ten feet tall. The majority are solid-bottom cars with smooth interiors, and they're commonly unloaded in a rotary dumper. Some chip cars have one end hinged from the top so they may be unloaded by a hydraulic machine which tips them on end to dump the chips.

Wood chip gondolas have been produced in N and HO scales:

- Deluxe Innovations, N (deep rib, shallow rib, and flat-side versions)
- LBF Co., HO (five versions)
- Walthers, HO, ready-to-run

A few railroads haul wood chips in extra-large triple or quad hopper cars with very high sides. These cars can be unloaded by gravity through their hopper gates. Models of these chip cars have not been offered commercially. — *Jim Hediger*

shredded bark is sold as a popular mulch for landscaping.

Once the logs have been stripped of bark, they're fed into the chipper. This impressive and noisy machine has knife blades mounted on a foot-thick steel disk. The blades are positioned to help pull the log into the disk, which rotates at 200 to 300 rpm. This spinning disk will reduce a log to chips of uniform size within seconds.

All of the chipper's output is run through several rotary screens to separate undersize chips, dirt, splinters, and sawdust from the good chips. These clean chips continue on through additional screens which remove oversize chips and wood scraps that are also sold for use as fuel.

Chips that meet the quality standards are conveyed to the two loading tracks which hold seven chip cars each. Typical production is 50 to 60 carloads of chips per week. Chips being loaded on Track A simply fall off the end of the belt into a pile, giving the loads a rounded top. Cars on Track B are loaded by a pneumatic machine that produces a more compacted flat top.

Modeling ideas

The track plan shows my concept for an HO scale model of this wood chip plant running parallel to my main track. I want to capture the look of the plant yet stay within a reasonable overall size. The switch lead splits into the two loading tracks and one storage track.



Suggested HO structures

Atlas

2500 N scale flextrack (crane rail)

City Classics

103 Smallman St. warehouse

Evergreen Scale Models

assorted sizes of styrene sheet, strip, and structural shapes

IHC

2059 timber yard crane
4310 signal bridge

Pikestuff

16 yard office (blue)
162 yard office (buff)

Plastruct

assorted sizes of styrene sheet, strip, and structural shapes

Walthers

933-1034 wood chip loads
933-3104 oil loading platform
933-3149 conveyors



Top: After inspection, this line of heavy-duty machinery cuts the logs into 15-foot lengths before conveying them into the debarker. The clean logs then pass into the high-speed chipper which turns them into uniform chips.
Above: The loading tracks end against a soft earth berm that stops any car that rolls too far. A light-green car puller (electric winch) is located between the tracks.

glue them down in an appropriate circular pattern with the butt ends facing the crane. Once the glue has dried, spray the piles with varying shades of brown to simulate the different bark colors. Touch up the log ends with several shades of light tan to represent the different species of wood.

Modeling the debarker and chipper will take some imagination and a pot-pourri of parts. For the debarker I'd use a horizontal section of 1" plastic tubing mounted on concrete pedestals with tire rollers near each end. Paint and weather a pair of circular marks around the tube to simulate the wear marks made by the tires that turn it. Mount a Walthers oil loading platform along one side and build an inverted J-shaped housing to cover the back and high end.

A City Classics Smallman Street warehouse serves as the office and truck scale building. A scale 10 x 42-foot piece of .020" styrene, with an 8 x 40-foot panel scribed in the center, will simulate the truck scale in the driveway, while dwarf railroad signals can be used for the traffic signals at both ends.

The Fulghum crane will have to be scratchbuilt or extensively kitbashed

starting with IHC's kits for an intermodal crane or a timberyard crane. The circular crane rail can be made by cutting a piece of N scale flextrack down the center and then spiking one of the rails and its attached ties in a circle.

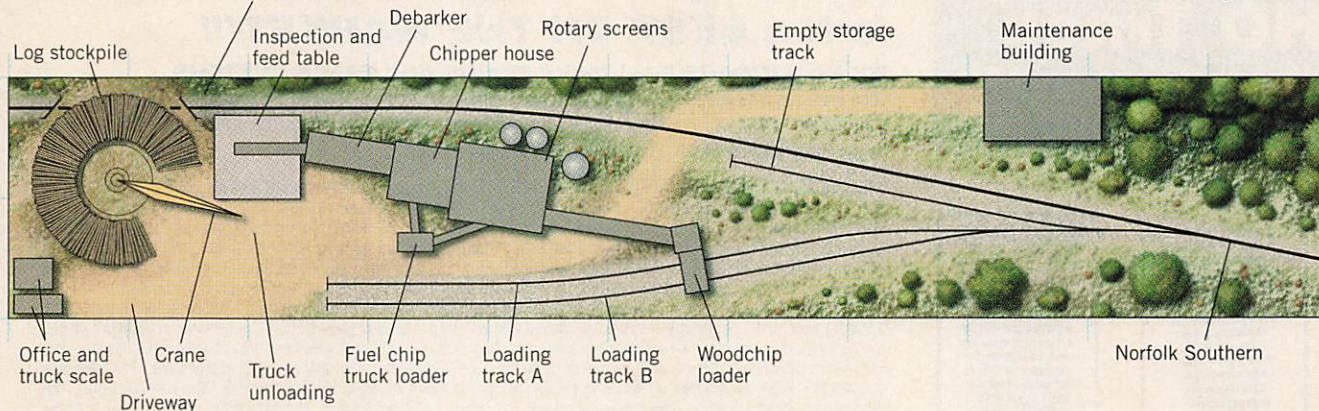
The stockpiled logs surrounding the crane can be made from selected hedge trimmings. Choose pieces that are relatively straight and free of branches and

Model track plan

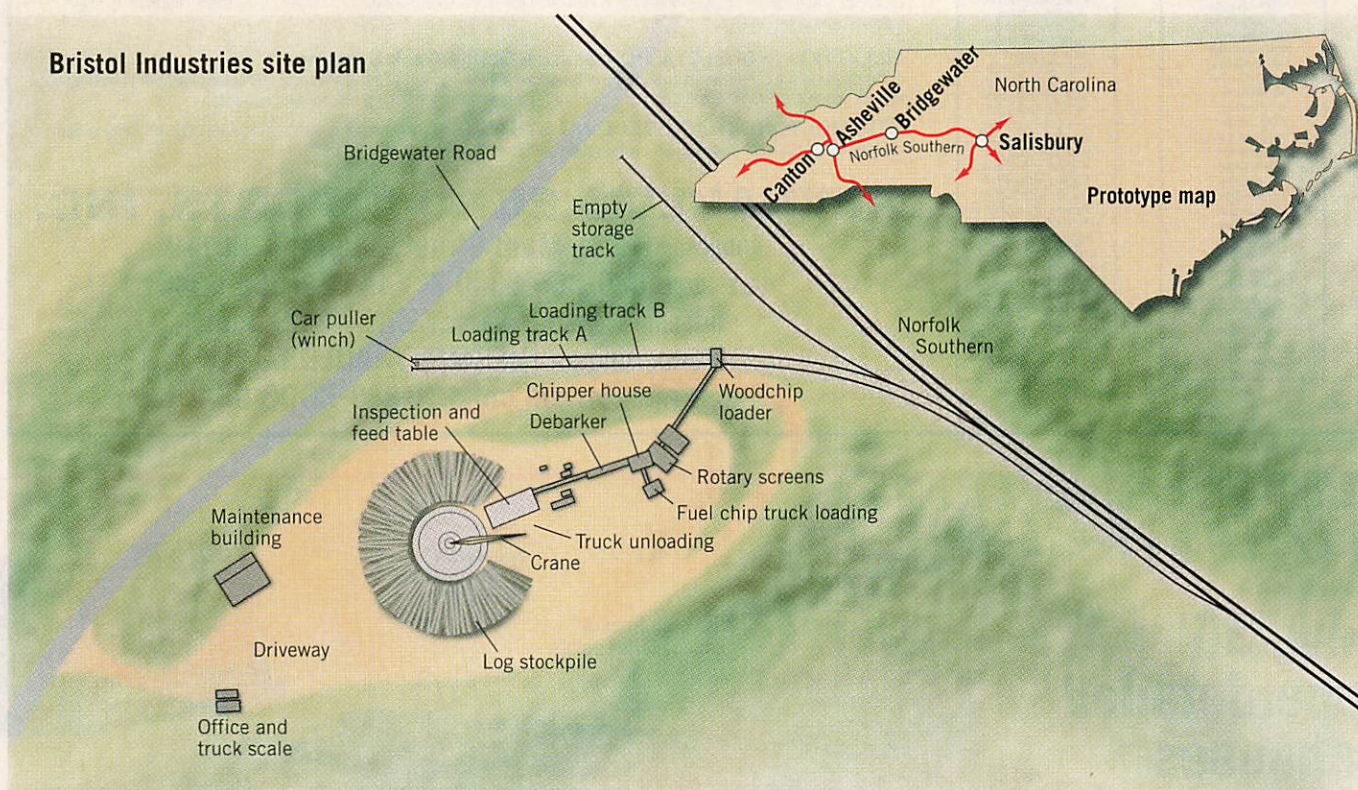
NS track disappears behind structures and underneath back of stockpile

HO 2 x 11 feet No. 5 turnouts

Scale: 5/8" = 1'-0"
12" grid



Bristol Industries site plan



ILLUSTRATIONS BY RICK JOHNSON

The low end of the debarker feeds into the chipper, which is enclosed in a steel building to help muffle some of the racket from this extremely noisy machine! A Pikestuff yard office will be perfect here, with various chip conveyors and pneumatic pipelines exiting in different directions.

The assorted conveyors in the photos can be kitbashed from modified signal bridges (HO or N scale) or Walthers conveyor kits, or scratchbuilt using some of Plastruct's molded trusses. All of this kitbashed machinery should be finished with a weathered coat of either light green or light gray paint.

Switching the plant

Bristol Industries is switched Sunday through Friday by a Norfolk South-

ern local. Upon arrival from the west, the NS crew uncouples the locomotive and leaves the train and inbound empties on the main line. Then they enter the plant, pull all the loaded chip cars, and set them on the passing siding.

The engine returns to the train and gets the inbound empties. Seven cars are set on each loading track, spotting the first empty just short of the loading chute. Any remaining empties are left on the storage track. Finally, the crew picks up the loads from the passing siding and adds them to their train.

After the train leaves, Bristol's loading crew uses a remote-controlled, cable-and-winch system to pull the cars slowly beneath the loading chutes. For safety reasons, the tracks slope slightly away from the mainline, and the wood

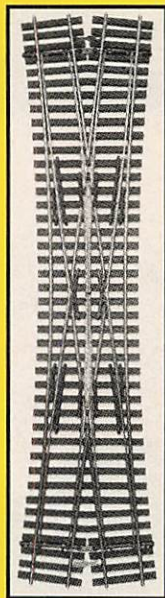
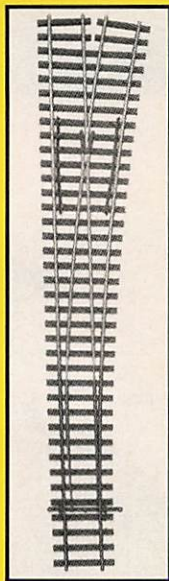
chip cars are always moved downhill during loading.

Final details

For your model to look right, you'll also want to add figures with hard hats, a variety of log trucks, open-top semi-trailers, and assorted other vehicles. Pickup trucks, front-end loaders, and other material-handling machines are common, along with the usual group of employee automobiles. All it takes is a little imagination to make this interesting rural industry come alive. ☛

Kyle Lael is a 30-year-old freelance journalist who lives in Marion, N. C. Thanks to his grandfather, he's been involved in the hobby since age five. Kyle models the 1970s Clinchfield RR.

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Making realistic palm trees



Simple techniques using paper and wire will yield several varieties of two basic types

By Alden Armstrong • Photos by the author

Something was vaguely amiss on my Southern California layout. Namely, why didn't it look much like Southern California to me?

The answer came to me almost instantly: "No palm trees."

Thus began my quest to model the several varieties of palm trees found in

Southern California. I immersed myself in palm observation. Once, after a big windstorm, I drove around Pasadena gathering fallen fronds and measuring them. One bewildered housewife came out in her bathrobe for the morning paper to find me in her yard with a tape measure and a notebook!

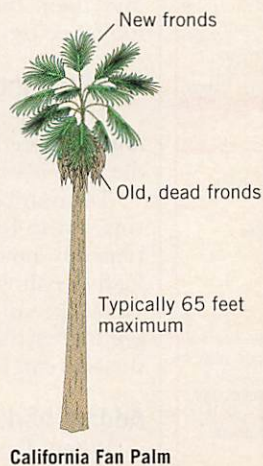
After realizing his H0 scale Southern Pacific layout lacked a signature element – palm trees – Alden Armstrong set out to accurately model some of the various kinds found in Southern California.

You needn't go to the extremes I did. Just follow along and you'll soon be making beautiful model palm trees.

Fronds

Palm trees come in two basic types, fan or feather, depending on the shape of the fronds. Southern California has

Fig. 1 COMMON TYPES OF PALMS



ILLUSTRATIONS BY KELLIE JAEGER

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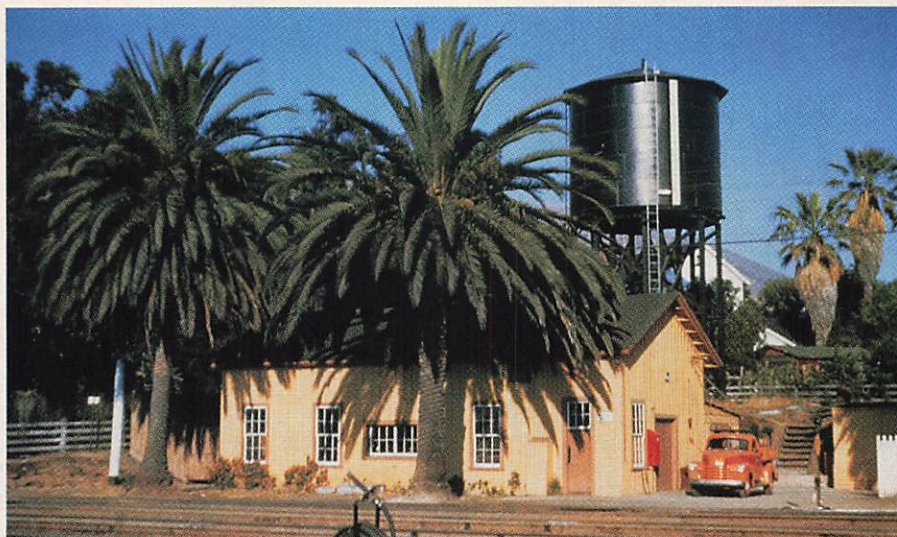
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Two fine examples of Canary Island date palms, common in Southern California, were growing along the Southern Pacific's tracks in San Luis Obispo in 1954.

several varieties of each. Figure 1 shows just a few samples.

After deciding the type of palm I want I make a scale cardstock pattern for the frond, then trace around this pattern over and over onto a sheet of white bond paper, such as typing or notebook paper. Figure 2 shows HO scale fan and feather palm frond templates.

After cutting out the fronds, I glue floral wire to the underside of each with white glue, letting the wire run out almost to the end of the paper for strength (fig. 3). You can purchase pre-cut lengths of green floral wire in gauges 16, 18, 20, and 26 at most craft stores or at www.save-on-crafts.com.

After the white glue dries, I apply a drop of cyanoacrylate adhesive (CA) to the wire to give the bond extra strength. Instead of the white glue and CA, you could use Goop Household adhesive to attach the wire to the leaves.

After the glue dries, I snip around the fronds' outer edges with scissors to give them their characteristic feathery look. See fig. 3.

Bundling the fronds

After all the fronds are cut, glued, and feathered, I tape the wires in a bundle with 1/4" or 1/2" masking tape.

The number of fronds in each bundle varies with the type of palm. Fan palms typically have ten to 15 fronds, while feather palms can have as many as 50 to 70. Make sure the fronds in the center are higher than those on the outside so the tree can be properly shaped later.

Adding bark

When I'm happy with the fronds' arrangement, it's time to attach the

outer bark. Some palms have smooth trunks, which are easily suggested with strips of bond paper, but most palms have a rough bark, which I simulate with crepe paper strips wrapped at an angle from top to bottom and attached with white glue. See fig. 4.

I leave about an inch of bare wire at the bottom until I've decided how tall the tree will be. Palms come in various heights, and the extra wire also makes painting and mounting easier.

Shaping the crown

Once the trunk is "barked," I fold down the fronds to form the tree's

Fig. 2 FROND TYPES



Shown HO scale



Fig. 3 FROND ASSEMBLY

Using scissors, cut outer edge of frond at an angle

Apply bead of white glue here, followed by drop of CA when dry

Floral wire - 16-, 18-, 20-, or 26-gauge - depending on scale and size of tree

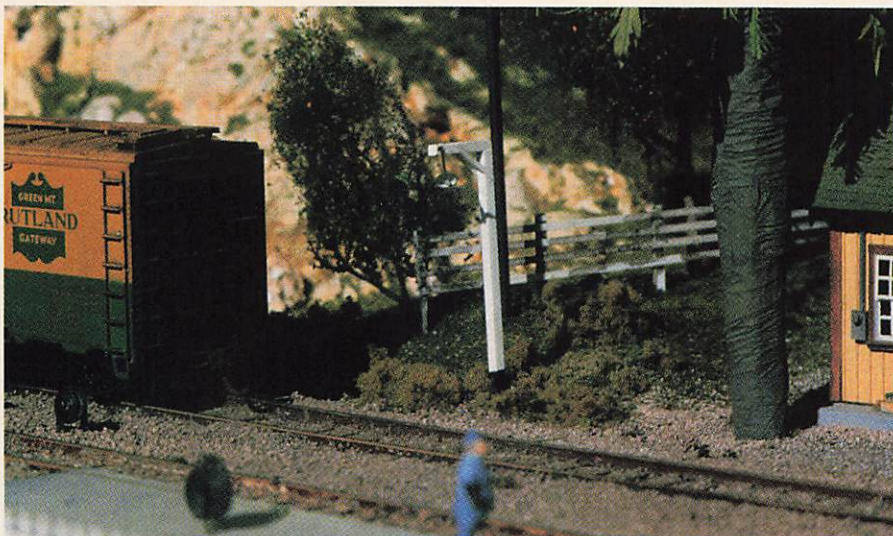


Fig. 4 BARK. After wrapping the wire bundle with masking tape, Alden adds a layer of crepe paper to make the bark texture. The paper is wrapped at an angle, working from the top.

crown, starting with the lower fronds and working up. The top fronds are more upright than the lower ones.

At first, I referred to photographs of real trees when shaping my palms. Soon I could tell mine were correct by sight.

Painting

I prefer to paint my trees with an airbrush and acrylic paints. If you don't have an airbrush, don't worry; brushstrokes don't matter.

Fig. 5 PAINTED PALMS. Here's how Alden's palm trees look after painting. Referring to photos helps get the shape and color correct.



I prefer two or three shades of green for variety. Palm trees change color according to the time of year, looking darker after a rainstorm and lighter after a long drought as the broad fronds collect dust.

Spray the underside of the fronds a light yellow, then spray a yellow-green mixture on top. The trunks get a coat of light tan, followed with a thin wash of darker brown brushed on to emphasize the texture. See fig. 5.

See, you can make a tree

Except for planting, the tree is done. This project sounds complicated, but it really isn't. It just takes a little time. So palms away! (Did I really say that?) ♦

Alden Armstrong is a retired Los Angeles teacher residing in Colorado. His HO scale San Luis Obispo, Calif., diorama was featured in the June 2001 MR.

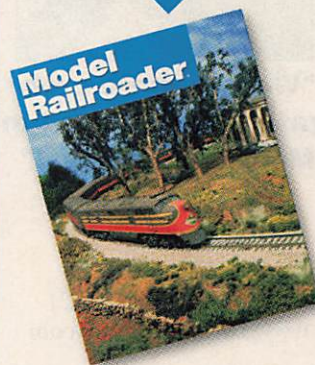
On the Web

For additional information as well as photos of palms and other types trees, go to the Web site for SelecTree for California, selecttree.calpoly.edu. To see more photos of Alden's San Luis Obispo diorama, visit www.modelrailroader.com.

Bill of materials

- ¼" or ½" masking tape
- Bond paper (notebook or typing paper)
- Crepe paper
- Cyanoacrylate adhesive
- Floral wire bundles
- Green and brown acrylic paints
- White glue

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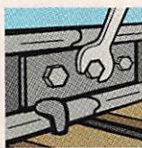
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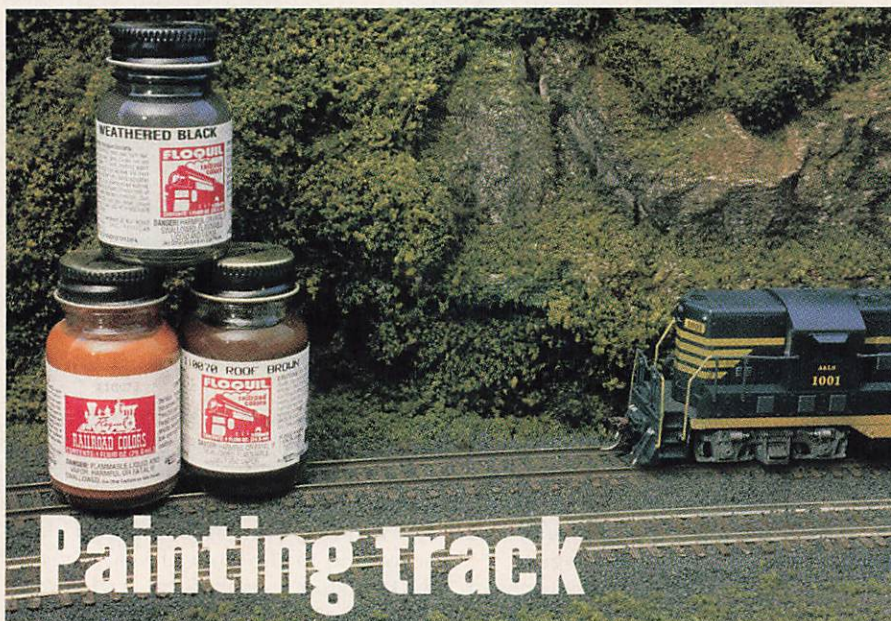
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Painting track

PHOTOS BY THE AUTHOR

Bruce Wilson, an operator on my Allegheny & Lackawanna Southern, was telling me how he'd painted the track on a switching layout he'd just completed. This news didn't seem significant until Bruce declared that he'd never painted track before and was astounded by the difference it made.

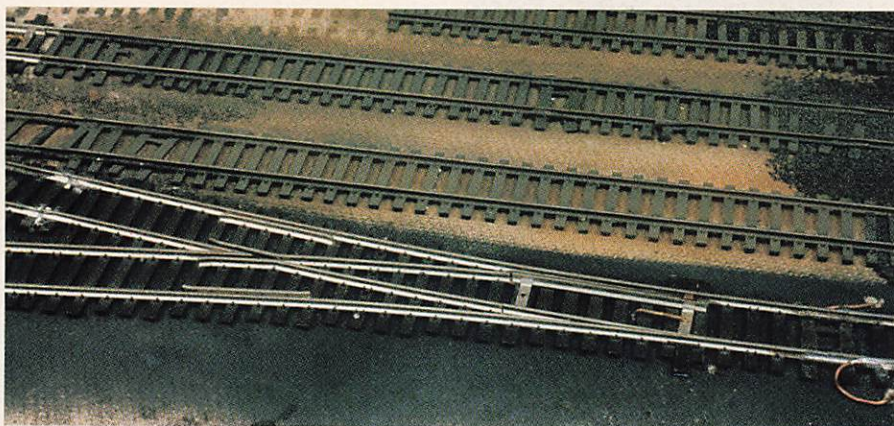
I've always painted the track or used preweathered rail on every layout I've built and figured everyone else did too. Bruce hadn't painted the track before because he was concerned about paint getting into the turnouts, fouling the electrical contacts, and he was uncertain about what colors or types of paint to use.

The three colors Lionel paints track with are Floquil Roof Brown, Rust, and Weathered Black. The track in the foreground is untouched while the track in the background has been painted . . . quite a difference.

A winning combination

You can paint track with a brush, but this is time consuming and the results aren't always pleasing to the eye, so I use an inexpensive airbrush. If you're just learning how to airbrush, painting track is an ideal first project.

I experimented with a few paint colors and settled on a mixture that works quite well. For the base coat I use two parts Floquil Roof Brown (no. 110070)



When using commercial turnouts, Lionel first paints the area underneath the turnout with flat black latex paint. This hides any spots that aren't ballasted so they won't be easily detected. Some painted pieces of flextrack are shown above the turnout.

and one part Rust (no. 110073). I let this dry overnight, then overspray the track with a light coat of Weathered Black (no. 110017). The black adds shadows and removes the color uniformity from the first coat.

[Remember to always spray Floquil in a well-ventilated area, either outdoors or in a spray booth vented to the outside. Acrylic paints thinned with water can be used in place of Floquil paints. - Ed.]

Helpful tips

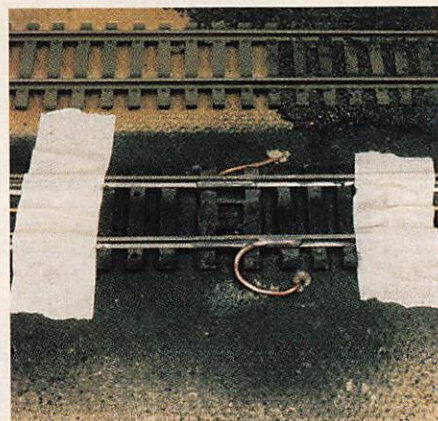
There are a few basic steps I follow when painting track. Paint it before doing any scenery work; you'll avoid getting paint on nearby scenery and there's less chance of painting wayward pieces of ground foam to the track.

I paint the area under my turnouts with flat black latex paint. That way any spots I didn't cover completely with ballast aren't readily noticeable.

Finally, don't paint too much track at once. I clean the top of the rails using a rag wrapped around my index finger while the paint is still wet. I'm able to remove most of the paint from the rails this way. Any remaining paint spots are easily taken care of with a cleaning pad or rail cleaning car.

There have been numerous articles in *MODEL RAILROADER* about painting track. Recent ones include Jeff Wilson's methods in the February 2002 MR and George Sellios' techniques for detailing flextrack in the July 1999 issue.

If you've never painted the track on your layout you'll be amazed at the difference it makes. By following the guidelines I've laid out here, you should have no trouble. ☼

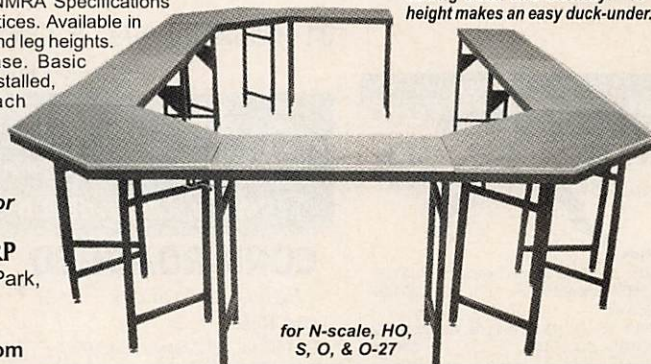


Before airbrushing a turnout, cover the points with pieces of masking tape. You can carefully handpaint the points later.

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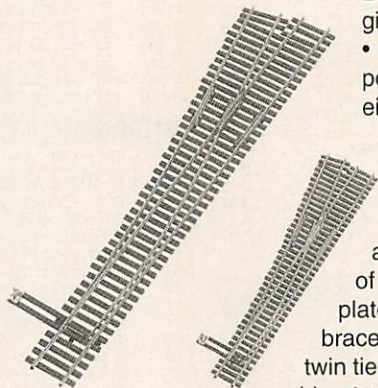


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Zephyr (New)	\$155.00	LE 0511W	\$22.75	KRS-SR	\$23.50	DSO 150	\$134.00
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DT 300 Throttle (Special)	\$109.00						
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★ SPECIAL FEATURE ★

MODEL POWER N.S. FLEX TRACK



EXTRA SPECIAL

Ord. Nos.

M13-105 3' sect (10 pc. min.) ea. section...\$1.29

M13-105BX Box of 100...\$99.99

"N" Scale:

M13-4901 30' sect (15 pc. min.) ea. section...\$1.09

M13-4901BX Box of 100...\$89.99

*Limit - 2 boxes for each \$9.00 S&H charge

ATLAS

MFG ID: A09

8700W	S-2: Amtr, Susq.	55.99
9280W	SDP35: Undec, SAL, UP	89.99
9070W	832BHW: Undec, Amtr-Ph4, Amtr-CA	79.99

3' FLEX TRACK:

Blk. Tie	Description	
168	N.S. (min. ord.-10 pcs.)	1.75
168BX	N.S. Box of 100*	169.99

*Orders over 2 boxes require additional S&H

MARK 3 N.S. TURNOUTS:

280	No. 4 Wye	6.29
281	No. 4 LH	6.29
282	No. 4 RH	6.29
283	No. 6 LH	6.29
284	No. 6 RH	6.29

N.S. TRACKAGE & ACCESSORIES:

176	90° crossing	4.79
821	9° straight, 6/pkg.	2.89
822	6° straight, 4/pkg.	1.79
823	3° straight, 4/pkg.	1.79
831	15°R curve, 6/pkg.	2.89
833	18°R curve, 6/pkg.	2.89
835	1/3-18°R curve, 4/pkg.	1.79
836	22°R curve, 6/pkg.	2.89
840	Str. terminal (9°)	2.39
843	Bumper, 2/pkg.	1.99
844	Rearrailer, 3/pkg.	3.99
845	Curv. (18°R) terminal	2.69
847	Track asst.	2.49
850	Remote switch-LH	8.99
851	Remote switch-RH	8.99
52	Switch machine-LH	4.69
53	Switch machine-RH	4.69

TRACK ACCESSORIES:

55	Plastic rail joiner, 24/pkg.	1.00
56	Control box	2.19
65	Under table sw. mach. (for L or R)	4.39
170	N.S. rail joiners, 48/pkg.	1.75
842	Terminal joiner, pr.	1.79
883	Warren truss bridge w/N.S. rail	3.99
884	Deck truss bridge w/N.S. rail	3.99
885	Plate girder bridge w/N.S. rail	3.99
886	Pony truss bridge w/N.S. rail	8.99
887	Chord bridge w/N.S. rail	14.69
200	Snap relay	5.99
205	Connector	4.99
215	Selector	4.99
220	Controller	5.29
304	Motor kit for turntable	15.99
305	9° turntable (man.) w/N.S. rail	15.99

CODE B3 (NS W/BROWN TIES):

500	3' flex-10pc. min.	2.19
500BX	3' flex, box of 100*	213.99
505	#6 turnout-LH	7.39
506	#6 turnout-RH	7.39
561	#4 turnout-LH	6.99
562	#4 turnout-RH	6.99
520	9° straight, 6/pkg.	2.89
532	18°R curve, 6/pkg.	2.89
535	22°R curve, 6/pkg.	2.89
540	Remote switch-LH	8.99
541	Remote switch-RH	8.99
551	Joiner C100 to B3, 12/pkg.	1.89
552	Plastic rail joiner, 24/pkg.	1.09
553	Terminal joiner, pr.	1.95

CABOOSE INDUSTRIES

MFG ID: C02

RIGID:

101	Ground throw	2.23
105	Short pt. ground throw	2.32
107	Long pt. grnd. thrw.-Atlas T.O.'s	2.37

SPRUNG:

202	Ground throw	1.95
204	Switch stand	4.67
206	Short pt. ground throw	2.44
208	Long pt. grnd. thrw.-Atlas T.O.'s	2.09
210	Ground throw w/moving target	3.27
218	Ground throw HO & N.	2.18
220	Ground throw w/cont. & adptr.	3.90

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C11-4311 "HO" Scale...\$13.99

C11-4321 "N" Scale...\$ 9.99

C11-4331 "O" Scale...\$20.99



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- Cuts easily for use on turnouts
- Dark cork color
- Resists drying & warping
- Reduces "operations" noise
- Compatible with other brands

BUY BY THE CASE AND SAVE! (Each case contains 25 sections*)

*Each section = two strips

★★

KADEE®

MFG ID: K02

COUPLERS (2pr./pkg):

5	#5 style w/draft gear box	1.59
50	12 pkg. of #5	17.50
10	#5 w/o draft gear box, pkg. of 10 pr.	8.99
11	#5 w/o draft gear box, pkg. of 20 pr.	16.99
26, 27, 28	w/Delrin shanks	2.79
21, 22, 23, 24, 25, 29	each style	2.69
31, 32, 33, 34, 35, 36, 37, 38, 39	ea. style	2.69
711	Old time style	2.15

ACCESSORIES & TRUCKS:

308	Super magnet	2.75
321	Delayed uncoupler, pkg. of 2	2.95
500	Bettendorf truck, pkg. of 2	3.99
520	Freight wheels, pkg. of 12 pr.	4.39
521	Pass. car wheels, pkg. of 12 pr.	5.39

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ATHEARN

MFG ID: A08

G2507	SF (WB) F3 A/B Genesis	165.99
G2506	SF (WB) F3 A/B Genesis	165.99
G9010W	Genesis 2-8-2	99.99
8001	BN GP38-2	42.99
2600W	F59PH1	39.99
3201W	F-7A	21.99

FREIGHT CARS (READY-TO-RUN)

7050W	50' railbox box car	8.39
7100W	57' reefer	8.99
7150W	54' hopper	8.39
7200W	ACF hopper	8.99
7300W	Sngl dome tank car	8.39
7350W	3-dome tank car	8.39
7400W	Std. caboose	8.99
7450W	Bay window caboose	8.39
7500W	Wide vis. caboose	8.99

For More Athearn - See Our Catalog

KATO

MFG ID: K05

37290W	SD40-2, SN: BNSF, SF	71.88
37293W	SD-40: AC, I&MRL, SF, WC, UP, CP, GM&O	73.88

LIFE LIKE

MFG ID: L04

PROTO 2000 SERIES:

21349W	S1: C&NW, EL	64.99
21508W	GP30: SF, B&O, BN, CB&Q, EMD, KCS, L&N	55.99
23550W	GP7: SF, C&O, CB&Q, MP, Penn.	55.99
23576W	GP-7: GN, WM, MC, NYC, Read, Undec.	58.99
23601W	GP-9: SP	49.97
23695W	GP-9, Ph2: SF, B&O, CRI&P, Milw, Penn, SP	44.77
23719W	S1: L&N, MC, MP	62.99
30140W	SD7: B&O, D&RG, SP, Milw, UP, Undec	49.99
30201W	FA2/B2: B&O, GN, NYC, Penn, L&N	89.99

PROTO 1000 SERIES:

23787W	F3-A/B: SF, C&NW, CB&Q, LV, Penn, UP	59.99
23972W	RDC: B&O, B&M, Amtr, NH, NP, WP	35.99
30385W	RDC 3: NYC, B&M, Read, NYNH, MBTA, CRI&P, Undec.	29.99
30050W	C-Liner A/B: Milw, NYC	89.99

FM "ERIE" BUILT:

23887W	A/B Set: UP, KCS	73.99
23888W	"A" Unit: C&NW, NYC, Penn, UP, KCS	38.99

LIFE LIKE (L04), CONTD.

FREIGHT TRUCKS (PKGS. OF 2):

21251	Plankless 50T/rib back wheels	3.09
21253	Plankless 50T/flat back wheels	3.09
21254	B1, 50T/rib back wheels	3.09
21255	B1, 50T/flat back wheels	3.09
21256	S2, 100T, 36" barber	3.09
21257	36" wheel sets, pkg. of 12	4.29
21258	33" wheel sets, flat back, pkg./12	4.29
21259	33" wheel sets, rib back, pkg. of 12	4.29

PECO

MFG ID: P04

TRACK (C-100) & ACCESS:

100P	36" flex (min ord 5 pcs)	3.29
100BX	36" flex box of 25	74.99
86	#6 curved turnout RH - insulfrog	12.59
87	#6 curved turnout LH - insulfrog	12.59
88	#6 turnout RH (lg) - insulfrog	11.89
89	#6 turnout LH (lg) - insulfrog	11.89
91	#4 turnout RH (sm) - insulfrog	9.99
92	#4 turnout LH (sm) - insulfrog	9.99
95	#5 turnout RH (med) - insulfrog	10.39
96	#5 turnout LH (med) - insulfrog	10.39
97	#3 wye turnout - insulfrog	9.79
98	#6 3-way turnout - insulfrog	10.99
99	#6 3-way turnout - insulfrog	25.89
10	N.S. rail joiners (pkg of 24)	2.59
11	Insul. rail joiners (pkg of 12)	2.59
105	Switch machine for Atlas & others	5.49
PL10	Switch machine (for HO,N&O)	5.49
PL12	Adapt base for above tble mnt.	2.69
PL13	Accs switch for fitting to sw mtr	2.99
PL15	Microswitch for the PL-10	8.99

See our catalog for electrofrog turnouts
CODE 75 IN STOCK!

SHINOHARA

MFG ID: S03

CODE 100 TRACK & ACCESS:

101	#4 Left Turnout	12.89
102	#4 Right Turnout	12.89
103	#6 Left Turnout	12.89
104	#6 Right Turnout	12.89
105	#8 Left Turnout	14.89
106	#8 Right Turnout	14.89
107	#4 Wye Turnout	14.89
141	Rail Joiners (50)	5.99
126	#6 Curved (24"-20") #left	19.89
127	#6 Curved (24"-20") #right	19.89
128	#8 Curved (36"-32") #left	24.89
129	#8 Curved (36"-32") #right	24.89
118	#6 Wye	14.99
191	#5 Left Turnout	13.99
192	#5 Right Turnout	13.99
108	#6 Three Way	29.99
109	#6 Single Crossover-left	26.99
110	#6 Single Cross-right	26.99
111	#4 Double Crossover	39.99
112	#6 Double Crossover	39.99
114	#6 Double Slip	41.99
115	Flex Trk (1M)-min. ord. 10 pcs.	5.99

NARROW GAUGE—CODE 70 (HON3) N.S.:

401	#4 LH	12.99
402	#4 RH	12.99
403	#6 LH	12.99
404	#6 RH	12.99
415	Flex Track—IM (Min. order 10 pcs)	6.59

AMI

MFG ID: A06

25	"N" gauge roadbed-30'/roll	13.99
30	"HO" gauge roadbed-30'/roll	14.99
130	"HO" gray roadbed-30'/roll	16.49
45	"O" gauge roadbed-30'/roll	19.99

★ SPECIAL FEATURE ★

BROADWAY LIMITED HO

2-6-6-4 OCT-NOV RELEASE



Features: Decoder plus 11 sound functions including synchronized chuffing

Ord. Nos.

B09-12 N&W #1218

B09-13 N&W #1217

B09-14 N&W #1224

B09-15 Undec (painted blk)

Sale
\$379.99

STEWART HOBBIES

MFG ID: S04

4200W	AS-16: WM, Read, Erie, B&O	69.99
4700W	VO1000: Undec, CB&Q, NP, UP, Seab, Fris, B&O	69.99
4728W	VO1000: MP, Seab, SF, CB&Q, UP, Frisco	69.99
4744W	VO1000: Read	69.99
4800W	DS-4: Undec, SF, B&O, SP, Read, Fris, Iron	69.99
5018W	FT-A/B: D&RG, LV, So, GN, CB, SF, B&M, Burl, WP, Erie, B&O	108.99
6200W	C628: Undec, Penn, LV-SB, PC, Demo, L&N, D&H, ACL, Mono, SP, Conrail, SCL	82.99
6300W	C630: Undec (sngl or dual), Penn, SP, PC, L&N, Conrail, ACL, UP, SCL	82.99

F-3 (A-POW/B-DUM):

5100W	Ph1, 1 hdt: GM&O	89.99
5300W	Ph2L, 1 hdt: NYO&W, Me. Cent.	89.99
5500W	Ph4, 1 hdt: Clinfl.	89.99
5501W	Ph4, 2 hdt: CB&Q, Milw, CGW, Soo	89.99

F-7 (A-POW/B-DUM):

5600W	Ph1E: Penn, CN, B&O, LV, Read, WP, RI, MP, SP, Amtr., L&N, C&NW, Waba	89.99
5700W	Ph1L: Clinfl., C&O, SP, CB, MKT	89.99
5800W	Ph2: PC, WM, NYC, C&O, Penn, B&LE	89.99

F-9 (A-POW/B-DUM):

5900W	1 hdt: SF	89.99
5901W	2 hdt: BN, D&RG, NP (frt or pass), Milw, UP	89.99

More locos, phases & variations - See

BROADWAY LIMITED HO
JAN. '02 RELEASE
PENN 4-8-2 MOUNTAIN
ORDER NOW
Includes DCC Decoder & Sound System
Sale \$234.99
PROVIDE ORD. NO. & SELECTION
B09-4W M1a: #6743, 6766, 6775 or Undec
B09-8W M1b: #6704, 6716, 6738 or Undec

MODEL DIE CASTING HO
MFG ID: M11
200W 2-Track Shay R-T-R: Undec, D&RGW, WL, ERC&L, ET95.99
210 Undec, 3-trk. shay R-T-R99.99
220W HON3 Shay R-T-R: Undec, D&RGW95.99
270W 2-8-0 RTR: Undec, SP, SF, Penn, UP, D&RGW, M&P89.99
290W 2-6-0 Mogul: Undec, D&RGW, V&T, SP, NYC&H, ORR, H&SJ89.99
2770 Undec Climax18.99

SETS AND ASSORTMENTS:
600 Cov. hopper, 34', 6 names, 12#s77.99
604 54' cov. hopper, 4 names, 12#s81.99
613 Conrail "F. Flagg", 12#s69.99
614 SF frt. car, 6 types, 12#s74.99
615 JCG frt. car, 6 types, 12#s67.99
616 UP frt. car, 6 types, 12#s79.99
617 Old time frt. car, 2 types, 12#s81.79
978 GN reeler, 6 schms, 12#s79.99
984 2-bay hopper, 3 roads, 12#s72.99
992 Flat cars, 4 roads, 12#s116.99

WALTHERS HO
MFG ID: WO1
49441W 100T Hopper, Set of 6: Soo, D&RG, C&NW, B&LE, CB&Q48.99

CODE 83 TRACKAGE:

815 Flex 1 Meter (39"), min. ord. 6 sect.5.25
886 Bridge track (19") w/grd rail15.99

Turnouts:

801 #4, LH10.39
802 #4, RH10.39
803 #6, LH10.39
804 #6, RH10.39
805 #8, LH11.89
806 #8, RH11.89
807 #4, Wye10.39
884 #10 LH18.79
885 #10 RH18.79
890 #2-1/2, Wye10.39
893 #3, Wye10.39
891 #5, LH10.39
892 #5, RH10.39

Curved Turnouts:

826 #6-1/2, LH (20" & 24"R)18.79
827 #6-1/2, RH (20" & 24"R)18.79
828 #8, LH (32" & 36"R)18.79
829 #8, RH (32" & 36"R)18.79
888 #7-1/2, LH (28" & 32"R)20.25
889 #7-1/2, RH (28" & 32"R)20.25
894 #7, LH (24" & 28"R)19.59
895 #7, RH (24" & 28"R)19.59

Specialty Turnouts:

808 #6, 3-Way20.89
812 #6, Double Cross Over34.99
814 #6, Double Slip31.39
896 #8, Double Slip38.39

CORNERSTONE SERIES:

3000 Don's shoe store8.99
3001 Gemini bldg.8.99
3002 Bill's glass shop.8.99
3006 Interstate Oil Co.17.99
3007 Two-stall engine house20.99
3012 Truss bridge, 2 trk.15.39
3017 New Rivers Mining Co.25.89
3018 Golden Valley Canning Co.18.79
3021 Powerhouse22.99
3022 ADM grain elevator22.99
3025 Powerhouse substation18.79
3026 Flour mill24.59
3028 Merchant's Row I20.99
3029 Merchant's Row II20.99
3040 Car shop25.79
3041 3 stall roundhouse27.89
3044 Hardwood Furniture Co.24.49
3048 Champion Meat Packing Co.31.59
3053 Coke ovens & quenchers69.99
3054 Blast furnace w/cast vise104.99
3055 Tri-state power auth.27.99
3062 Glacier Gravel Co.27.89
3064 Merchants Row III13.99
3071 Interlocking tower13.99
3072 Service station15.39
3088 Swing bridge - 2 track44.99
1050 Motor kit for bridge & turntable13.99
3090 Columbia feed mill25.89
3091 Peterson tool34.99
3096 Valley growers assoc.25.89
3097 Amer. hardware (11/02)34.99
3102 Overhead, traveling crane9.69
3147 Deck girder bridge & trestle20.99
3160 Centennial Mills (bldg. back only)17.59
3164 Heritage furniture20.99

BACHMANN HO
4-8-2 MOUNTAIN
50% OFF
Ord. No. B01-81600W
Sale \$84.99
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So, L&N, NYO&W, Frisco

STEWART HOBBIES HO
C628
Ord. No. S04-6200W
Sale \$82.99
PROVIDE ORD. NO. & ROAD(S)
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3173 Commissary frt. transfer20.99
3519 Bulk transfer conveyor20.99
3603 Lighthouse34.99
3608 Lake Forest cottage17.49
3611 Electricorp supply (10/02)27.99
2803 Trackside buildings (cream) built-up20.99
2814 Water St. bldg., built-up27.99

For More Cornerstone, See Our Catalog

WOODLAND SCENICS HO
MFG ID: WO4

41 Soil turf2.39
45 Green grass2.39
49 Green blend turf4.49
50 Earth blend turf4.49
82 Med. gray ballast2.39
94 Med. gray blend ballast4.99
928 Mountain Valley scenery kit44.99
1102 Hardwood tree kit (3/4" - 3"), 36/pkg. 10.49
1104 Evergreen tree kit (2-1/2" - 4"), 42/pkg. 10.49
1105 Evergreen tree kit (4" - 6"), 24/pkg. 10.49
1201 Hydrocal (lt. wt.) 2 lbs.6.39
1203 Plaster cloth (approx. 10 sq. ft.)5.49
1206 E-Z water (16 oz.)7.65
1211 Realistic water, 16oz.11.99
1212 Water effects, 8oz.8.79

32 OZ. SHAKERS:

1341W Turf (specify type & grade)6.49
1372W Ballast (specify type & grade)6.49

MRC
MFG ID: M14

1440 Power pack w/dsl, horn & stm whstl.43.69
CM20 Control Master 20119.99
AT450 Extra walk around unit for CM2023.99
6200 Train power 620074.99
AH501 Pure power, AC pack132.99
AH900 Walk-around unit for O27's28.79
AH101B Dual power O27 w/2 walk arounds.179.99
AH104 Throttle pack O27 (100W)79.99
9500 Power Command 30VA69.99
AA070 Cab control 5525.99
AA333 Sound & Power (stm & dsl)104.99
AA550 Sound Station48.99

TECH 4 PACKS:

AB111 17VA32.99
AB116 Dual control, 16VA47.99
AB121 16VA w/momentum39.69
AB131 20VA w/momentum45.59
AB140 30VA, programmable w/momentum69.99
AB800 Walk-around for AB14028.79

DIGITAL COMMAND:

AD150 Prodigy DCC set129.99
AD490 Hand control for prodigy40.99
AD210W F-A w/Decoder: UP, NYC45.99
AD110 Digital Command w/powerd console & loco w/decoder installed119.97
AD090 Console only (for use w/all scales)68.97

PLATINUM SERIES:

CB100W F7A, DCC Ready: SF, NYC, SP, BN, Undec, Soo, NP, C&NW, Penn, RI, PC, Conrail49.99
CC100W F7A w/Decoder: BN, Undec, Conrail, SP66.99

BACHMANN HO
3-TRUCK SHAY
Ord. Nos. B01-81901W Wood Cab: Undec, G&ER, ETL
B01-81902W Steel Cab: Undec, Wyrhsr, CSR
Log Car w/Logs (B01-18332)\$19.99

ATLAS HO
UNDER-THE-TABLE SWITCH MACHINE
Ord. No. A09-65
Sale \$4.39
For use with Atlas turnouts only.

MRC (M14) CONTD.

CB200W F7A, 2 Hdt (DCC Ready): SF, NP, Amtr, Undec, UP49.99
CC200W F7A, 2 Hdt (w/decoder): Amtr, Undec, UP66.99

Accessories For DCC:

AD300 Walk-around w/memory for DCC27.99
AD305 Decoder for "HO" w/o plug15.99
AD315 Decoder, 28 step for "HO"16.99
AD320 Decoder for "G"27.99
AD331 Decoder for "N"22.99
AD345 Decoder, 28 step/no. pkg. of 346.89
AD501 Power station 8173.99
AD520 Auto reverse loop29.99
AD600 Bus system17.49
AH800 Dual power supply, 12&18V AC31.99

"O" & "G" SCALES

BACHMANN ON30
MFG ID: B01

25000W Complete Sets: Wndrwd, C&S, Penn, B&O, GN, D&RGW149.99
25100W Trolley: Christmas, UT, Hershey33.99
25200W 2-6-0: GN, B&O, Penn, C&S, Undec, D&RG89.99
25300W 0-4-0: Penn, C&S, Undec, LRL, G&BRL49.99
25559W 0-4-2: TLC, PLC, MQ&MC, CMC, Undec49.99
26300W Coach: GN, B&O, Penn, C&S, WL, D&RG23.99
27000W Box Car: Penn, C&S, GN, B&O, Undec, Christmas17.99
27100W Tank Car: Undec (silver or black)17.99
27200W Gondola: Penn, C&S, GN, B&O, Undec17.99
27300W Flat Car: Penn, C&S, GN, B&O, Undec17.99
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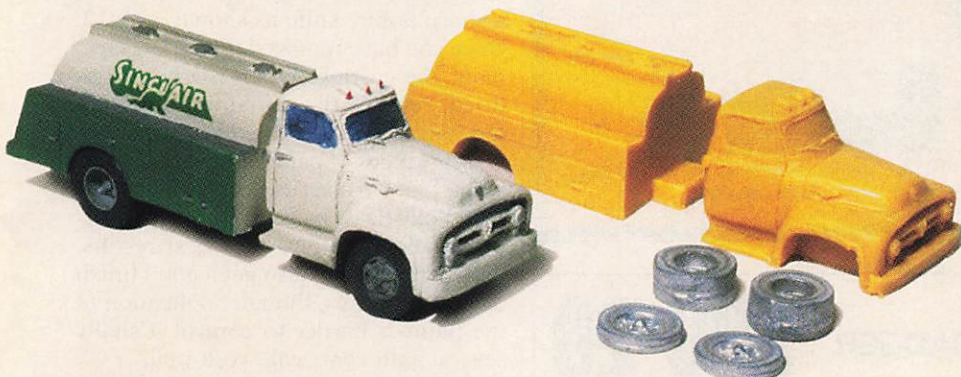
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Back to Basics

By Jeff Wilson



Resin vehicle kits

Although vehicles might not seem as important as the trains themselves, cars and trucks are valuable details that help establish a layout's time and place. Several manufacturers, including On-Trak Model Products, Resin Unlimited, Stoney Mountain Classics, and Walthers (plus the firm's former Magnuson line), make HO scale resin kits based on specific prototype vehicles. If you're looking for vehicles that aren't offered in plastic or metal, these kits can be a great help, but they do require some special techniques.

Getting started

The first step in building a resin vehicle kit is to clean up the castings. Resin castings tend to have more molding flash and rough edges compared to injection-molded plastic models. Use a hobby knife, needle files, and fine sandpaper to smooth any rough areas.

Some resin vehicles are solid castings, while others have hollow cabs with open windows. Those with win-

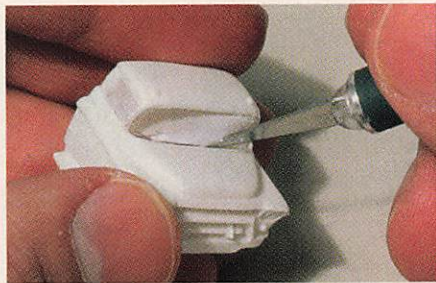
dow openings often have a layer of thin material (flash) over the openings that must be removed with a knife as in fig. 1. Take care to trim away only the flash and not details.

Make sure that you also trim any excess material from areas around the wheel wells. Test-fit the wheels and all the joints between the cab, chassis, body before painting.

Preparation and painting

Surface preparation with resin is very important. The castings must be completely clean, otherwise paint will not adhere. Clean the castings with dish detergent and warm water, using an old toothbrush to thoroughly scrub the surface for at least a minute. Rinse the castings under warm running water, then repeat the process.

To provide a handle for painting, attach the castings to a piece of cardboard using a loop of masking tape to stick them in place. This way oil from your hands won't soil the clean casting.



PHOTOS BY JEFF WILSON

Fig. 1 CLEANING UP THE CASTING. Clean any stray material or flash from the resin model with a hobby knife or file. Hollow-bodied vehicles also need their windows cut out.

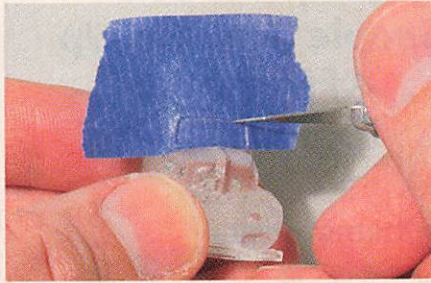


Fig. 2 CLEAR CASTINGS. If your model comes as a clear casting, you can mask the windows before painting. When dry, peel away the tape to expose the clear windows.

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Back to Basics

If you have a vehicle cast in clear resin, mask the windows prior to painting. Press masking tape over the windows, then trace around the edges with a sharp hobby knife as shown in fig. 2. Once you have removed the excess tape, paint the casting. When the paint has dried, remove the remaining masking tape and you'll have nice clear windows.

Most types of paint will work well on resin. I like to airbrush my resin models with Polly Scale paints. Although an airbrush generally gives the best results, with care you can also get a good finish using spray cans, though application of the paint is harder to control. Usually several light coats will work well.

Automotive touch-up paints (fig. 3) also work very well. You can get these paints at car dealers and automotive supply stores in a variety of real vehicle colors. Mix the paint thoroughly and brush it on the model using adequate ventilation. Let each coat dry completely before adding the next.

Painting details

For painting details, a brush works well. Take a look at vehicles around you or at some of the many books on classic trucks and cars. They provide good ideas for colors and markings.

When you are ready to begin, start with the tires and wheels. New tires tend to be black; older tires fade in color to a dark gray. The actual wheels on cars and many semi tractors are usually chrome (use bright silver), but wheels on general delivery-style trucks, older fleet semi tractors, and semi trailers are painted – they are usually white or gray or they match the body color.

Next, paint the grills. On most cars and semi tractors the grills are chrome, but grills on other trucks such as the gas truck shown at the beginning are often a solid color such as white, aluminum, or gray. It's usually easier to



Fig. 3 USING REAL AUTO PAINT. Auto touch-up paint works well on resin models and provides realistic automobile colors, though it will require multiple coats for a solid finish.

paint the background color first (generally black), then add the grill color.

Paint details such as running lights, light housings, tail lights, gas tanks, door handles, and hood ornaments last in their appropriate colors.

Adding windows

For windows on solid-resin bodies I've found Testor's Sapphire enamel to be a very realistic color. It's a deep blue metallic hue that dries glossy, giving a nice appearance of reflected sky on the windshield as shown in fig. 4.

On hollow-resin bodies you'll have to add clear window material to the openings. One way to accomplish this is by using Model Master Clear Parts Cement and Window Maker no. 8876C. (Microscale Kristal Klear or Micro-Mark Micro-Glaze will work as well.) This is an off-white liquid that's slightly thicker than white glue, but it dries clear and glossy.

Run a bead of the clear cement around the edge of the window to be filled. Load a toothpick with more cement and drag the material across the opening to form a bubble, which will dry clear. When dry, you can add more cement to the surface to bring the window level with the opening, but be sure to do this in thin coats.

Assembling your resin model

Conventional plastic cements won't work when assembling a resin kit – you'll need to use cyanoacrylate adhesive (CA) or epoxy. A medium-viscosity gap-filling CA (such as Super Jet) is usually best. Once the parts are glued you can strengthen hidden joints with additional CA or epoxy.

Resin vehicles such as these are simple modeling projects you can complete in one or two evenings. They also liven up a scene by adding unique, period-specific vehicles to your layout. ☛

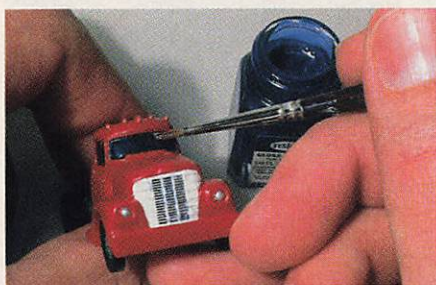


Fig. 4 PAINTING WINDOWS. Testor's Sapphire enamel no. 1539, with its metallic glossy finish, is a good color for painting windows on resin cars and trucks.

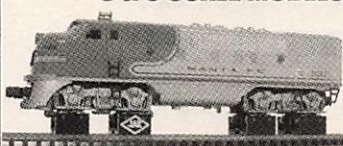
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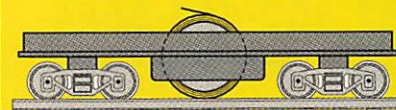
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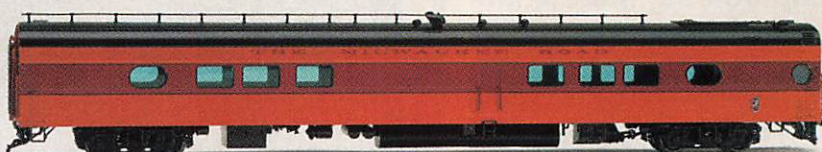
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Trains of Thought

Capturing a moment

Commentary by Tony Koester

This is a wonderful time to be a model railroader. The thickness of the new HO or N and Z scales Walther's catalog, for example, hints at the treasures that are offered for sale inside. Open the HO catalog and turn to, say, the "Figures" section, and you'll find fully 25 pages of figures – people, livestock, wild animals, even policeman riding motorcycles.

And that brings us to the horns of a dilemma: to be in motion, apparently, or not to be.

I took the photograph below in May 1975 in Welch, W. Va., alongside what was then still the Norfolk & Western main line. You can assume the train was in motion, but notice the people – a family in a well-tended garden. No one is doing any tending at the moment, nor are they waving at the train.

In other words, if the train weren't there just now, they'd still look very natural. Soon enough, the man will get back to hoeing his garden, and Mom will have to go inside to change a diaper or fix something to eat. For now, however, they're just standing there, and they may be doing just that for an inde-

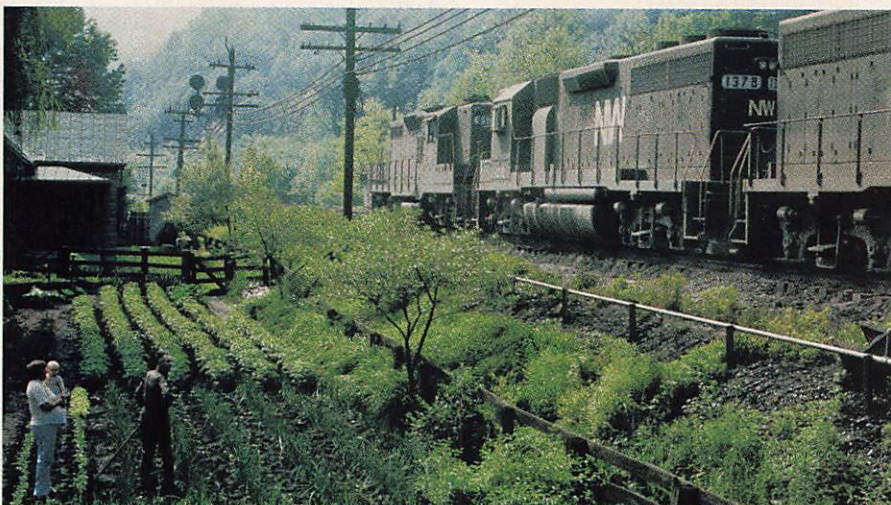


terminate amount of time. They're obviously alive, but they're not "in action."

Some "action" modeling can be very convincing. A float plane racing across a harbor is an old standby, its whirling prop represented by a clear-plastic disk. Nearby, a speedboat, perhaps one of the classic old woodies from the '30s, throws up a huge wall of water as it turns out of the float plane's path, a water-skier in tow. I've seen such model scenes and they are good theater.

Or would be if the only way we viewed our model railroads was in still photos like the one of the N&W shown here. But it somehow seems a bit odd – to me, at least – to see such obvious and dramatic action frozen as though a Siberian cold front had suddenly descended and tightly locked everything up in time and space.

Some transgressions against logic aren't so noticeable. If we model an Interstate highway overpass, for example, it might look odd to see it empty. We could add some appearance of action by having a state trooper's car, lights flashing, pulled off to the side of the road behind



TONY KOESTER

The family in its garden alongside the Norfolk & Western in Welch, W. Va., isn't in the midst of any motion that would, were it a group of model figures, look odd once the train has passed.

someone who forgot that the speed limit is 10 mph slower.

But even if we model bumper-to-bumper traffic sitting absolutely still, it doesn't attract the eye like the speedboat's wake. Perhaps that's because so often we see traffic dead still, usually through our windshields. Add brake-light bulbs to the vehicles, all on, and no one will ever question the lack of motion.

Or imagine cars waiting at a red light, a car blocking traffic as it prepares to turn left or back into a parking space, a garbage truck pausing to pick up bags of trash. These everyday sights offer us the chance to model impending action without trying to depict the action itself.

People can also be caught at a moment of repose: waiting for a "walk" sign at an intersection, talking outside a bar, preparing to mount a bike, unlocking the car door, or looking under the hood of a balky vehicle (almost considered a sport in some parts of the country). Even a baseball game could be modeled as the pitcher looks in for the sign with a 3-2 count on the batter in the bottom of the ninth, everyone from outfielder to fan to hot-dog vendor frozen in anticipation.

Even here there are gray areas. Folks standing in front of a store or sitting on a park bench could be expected to do that for a long period. But the guy who is unlocking his car shouldn't be there for long, so we start to wonder what's the matter with him after a short while. Maybe he just came out of the Dew Drop Inn around the corner and shouldn't be driving at all. And any moment now the ump will make his way out to the mound if that pitcher doesn't throw the ball.

Perhaps frozen-action scenes are like great jokes – they're enjoyable and entertaining, but only the first time we see or hear them. We therefore might want to avoid situations that cause observers to look at them ever more carefully, unless we really want to attract that level of attention.

Which is why writing a column such as this one is itself a perilous undertaking: It stands still and is thus an easy target. In fact, I can hear the mail truck coming down the road right now, full of opposing points of view. ☐

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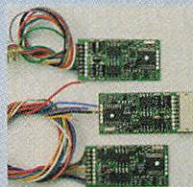
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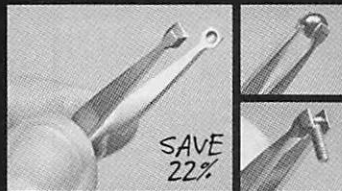
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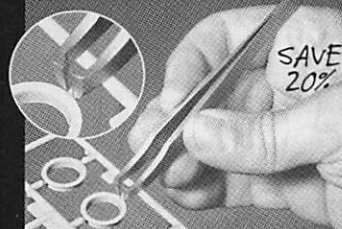


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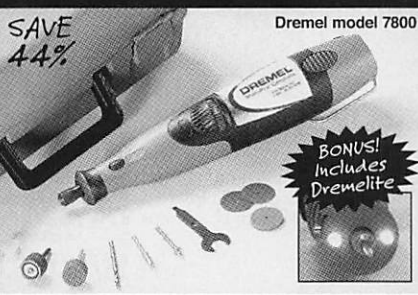
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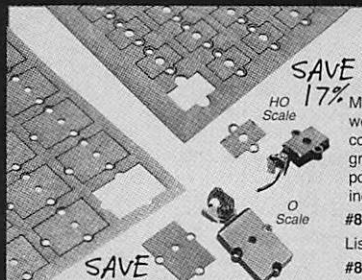
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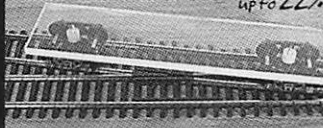
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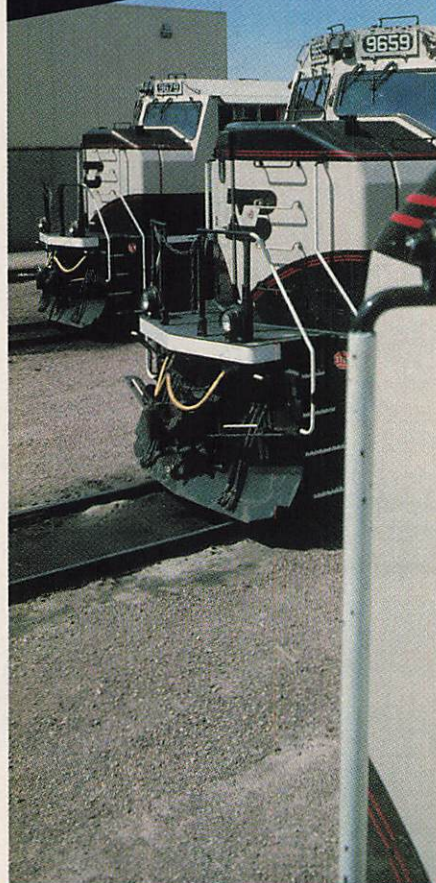
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A. ARNOLD

In addition to hauling tourists, the revitalized Wolfeboro RR earned freight revenue with this ex-Maine Central RS-3, shown here hard at work on Feb. 10, 1976, at Plymouth, N. H.

Q. What can you tell me about the Wolfeboro RR and its equipment?

CARL HUNT

BRIDGEWATER, MASS.

A. The *Wolfeborough* RR incorporated on July 1, 1868, to operate a 12-mile line from Wolfeborough to Wolfeborough Junction (later Sanborn), N. H., and an interchange with the Boston & Maine.

The railroad became the *Wolfeboro* Branch of the B&M on June 30, 1892, and Sanborn (called Sanbornville then) became a busy railroad town. But a fire on April 8, 1911, razed three large shops and the B&M's seven-stall roundhouse, marking the town's waning importance to the B&M. Scheduled passenger service to Wolfeborough ended on May 16, 1936. Freight traffic steadily declined, and in the early 1970s the B&M petitioned the Interstate Com-

merce Commission for permission to abandon the branch.

In December 1972 the Wolfeboro Rail Road Co., led by Donald Hallock—one of the rescuers of the moribund Strasburg RR—acquired the line and launched a restoration program. Old equipment began arriving at the now tourist-oriented short line, including a 1926 Baldwin 2-6-2 and a quaint wooden doodlebug, motor car no. 10.

About 20,000 tourists were patrons of the Wolfeboro RR that year. But by 1985 the Wolfeboro RR had ceased operation, and the ICC approved its abandonment petition in April 1986.

In the mid-1970s, the Boston & Maine Railroad Historical Society (P. O. Box 469, Derry, NH 03038) published a book about the railroad titled *Through the Woods to Winnepesaukee*. — Paul Schmidt, associate editor

On May 3, 1973, the Wolfeboro RR's 2-6-2 passed through Dover, N. H., with a flatcar carrying an ex-Lancaster, Oxford & Southern motor car. The motor car became the Wolfeboro's no. 10.



SCOTT HARTLEY

Q. Procor: I have recently moved to the Pacific Northwest and see several tank cars with the road name "Procor." What is Procor and where is it located?

MARK THORP
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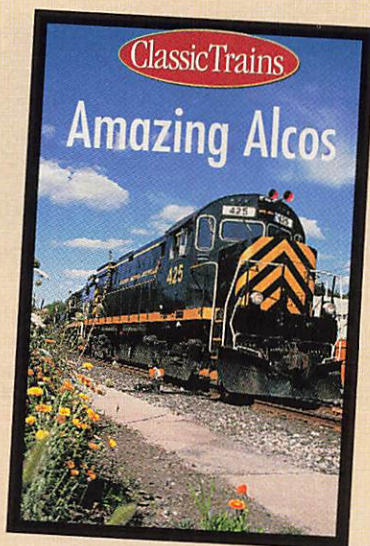
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ATLAS	AT&SF GP-7, not numbered	66
	KCS SD-60	72
ATLAS/KATO	BN SD-9 chop nose, c/ptd	129
KATO	BN U30C, cust/ptd, in 2 nos.	129
	BN SD-45, cust/ptd	129
LIFE-LIKE	MP FA/FB-1 set, in 2 nos.	89
	NYC C-Liner A/B set	98
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	SP E-7A 'Daylight'	38
	SP E-8A 'Daylight', in 2 nos.	37
	SP PA/PB 'Daylight'	69
	SP SW9/1200	49
	UP E-6 A/B set, in 2 nos.	76
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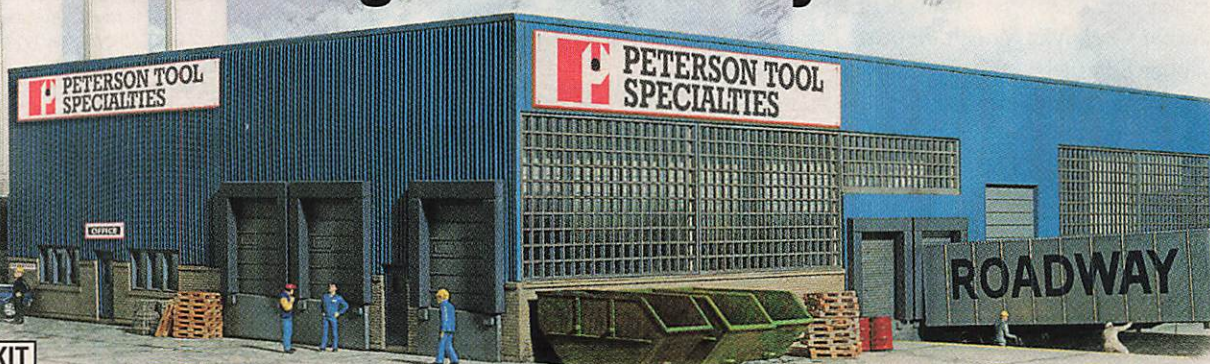


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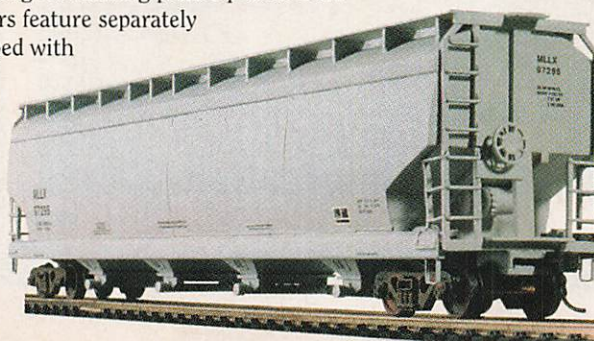


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Montell (MLLX)	932-7153	932-27153
Chevron (CHVX)	932-7154	Sold Out
CGTX Co. (CGTX)	932-7155	932-27155
National Car Co. (NCIX)	932-7156	932-27156
Procor (UNPX)	932-7157	Sold Out
GE Railcar (NAHX)	932-7158	Sold Out
Undecorated	932-7150	



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Prototype Info



MARK THORP

This Procor Funnel Flow tank car is one of more than 22,000 cars the company leases to customers in North America.

Procor's roots go back to the mid-1940s when the Union Tank Car Co. established a subsidiary in Toronto. The current corporate moniker was adopted in 1962.

The lessor's reporting marks include: AGCX (tank cars); FFIIX (not in active use); MPTX (not in active use); PROX (tank cars); SHLX (tank cars); and UNPX (hoppers of various types, such as bathtub, cylindrical, and cement). – P. S.

Q. AAR designations: I recently purchased Albion's freight car inventory software for my model railroad. There is a required field called "AAR Type." Can you provide me with AAR designations?

MARK R. RICK
OAK CREEK, WIS.

A. The Association of American Railroads, or AAR, has 11 basic classifications of freight cars. These are: Class F (flatcars); Class G (gondolas); Class H (hoppers); Class L (special cars); Class MT (maintenance-of-way and training cars); Class N (caboose); Class R (refrigerator cars); Class S (stockcars); Class T (tank cars); Class V (ventilator cars); and Class X (boxcars).

Most of these major classifications are divided into several subclasses, which are too extensive to list here. However, as an example, under Class L is the LO subclass (covered hoppers), and under Class R is the RP subclass (mechanical refrigerator cars).

The best source for AAR designations is the *Official Railway Equipment Register*, published by Commonwealth Business Media (www.cbizmedia.com). In addition to a detailed list of AAR designations on www.trains.com, the National Model Railroad Association (www.nmra.org) also offers reprints of the 1943 and 1953 *ORERs*. – P. S.

Send your questions about prototype railroading to Prototype Info, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmag.com. We regret we can't answer all the questions we receive.

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1948 20th Century Limited



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Lake Series Sleeper • 44 seat diner • Twin unit diner • Twin unit dormitory kitchen • 64 seat coach • 56 seat coach
Baggage • Baggage/30' mail • Baggage/60' mail • Baggage 48 seat coach
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Coming Events

Compiled by Nancy Bartol

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Notices of model railroading events are published at no charge. Information must be in our office 90 days before the event. To be published, notices must include all the following information:

1. State
2. City
3. Sponsoring organization and name of the event, meet, show, auction, or open house
4. Date
5. Location
6. Time
7. Admission
8. Name and phone number of person to contact for information
9. Name and phone number of person sending the information.

Mail to Coming Events, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, fax 262-796-1142, or e-mail events@mrmag.com.

ALABAMA

Bessemer: NMRA Steel City Division Wrecking Crew Model Train Club Show - Oct. 19-20. Bessemer Civic Center. Sat. 9 a.m. to 4 p.m.; Sun. 11 a.m. to 4 p.m. \$5; 6-14 \$1; under 6 free; family \$12. Whit Fancher, 205-746-0007; ferroequinologist@iwon.com.

Mobile: Great American Train Show - Oct. 5-6. Greater Gulf State Fairgrounds, Cody Rd. and Zeigler Blvd. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 630-268-1641; info@gats.com.

ARIZONA

Phoenix: Arizona Train-O-Rama - Oct. 5. North Phoenix Baptist Church Fellowship Center, 5757 N. Central Ave. 10 a.m. to 4 p.m. \$4; under 10 free w/adult. Michael Brill, 480-998-3706.

Phoenix: Sahuaro Central Everything Railroad Train Show and Swap Meet - Oct. 19. North Phoenix Baptist Church, 5757 N. Central. 10 a.m. to 3 p.m. \$4. Ellie Barbieri, 602-494-7430; ellieb0440@aol.com.

CALIFORNIA

Arcadia: Allied Model Trains Auction - Oct. 6. Arcadia Masonic Center, 50 W. Duarte Rd. 9 a.m. to 5 p.m. Free. Allen Drucker, 310-313-9353.

La Canada Flintridge: NMRA PSR LA Div. Descanso Gardens Model Train Show - Oct. 26-27. Descanso Gardens, 1418 Descanso Dr. 9 a.m. to 4:30 p.m. \$5; sr. citizens and students \$3; 5-12 \$1. Mary Barstow, 310-377-9762.

La Habra: Western Prototype Modelers and Railfans Meet - Oct. 6. La Habra Community Center, 101 W. La Habra Blvd. 9 a.m. to 5 p.m. \$12. Pete Solyom, 562-691-4139; psolyom@aol.com.

Oakdale: Stanislaus Model Railroaders Model Railroad Show and Swap Meet - Oct. 26. Oakdale Community Center, 250 N. Third St. 9:30 a.m. to 4 p.m. \$4; under 6 free; family \$5. Larry Hockenberry, 209-572-0258.

Point Richmond: Golden State Model Railroad Museum Operating Season - Saturdays and Sundays through December. 900-A Dornan Dr. Noon to 5 p.m. \$3; sr. citizens and children \$2; family \$7. Golden State MR Museum, 510-234-4884.

Sacramento: TTOS Sacramento Valley Division River City Toy Train Meet - Oct. 5. Scottish Rite Center, 6151 H St. 10 a.m. to 3 p.m. \$5; under 12 free; family \$9. Jeff Silvera, 916-481-4694.

Salinas: Monterey & Salinas Valley RR Modeling and Historical Society Open House - Oct. 12-13. Railway Express Agency, Railroad Ave. 10 a.m. to 4 p.m. Free. Mark Dorman, 831-757-6306; madorman2@redshift.com.

San Diego: Model Railroad Swap Meet - Oct. 19. San Diego Model Railroad Museum, Balboa Park, Casa de Balboa, 1649 El Prado. 7 to 11 a.m. \$2. Beth Cain, 619-696-0199; sdmrmail@abac.com.

San Diego: San Diego Model Railroad Museum Operating Exhibit - Tuesdays through Sundays. Balboa Park, Casa de Balboa Building, 1649 El Prado. Tue.-Fri. 11 a.m. to 4 p.m.; Sat. and Sun. 11 a.m. to 5 p.m. First Tuesday of the month free, \$4; sr. citizens \$3; students, military \$2.50; children under 15 free. San Diego Model Railroad Museum, 619-696-0199.

COLORADO

Colorado Springs: Slim Rail Model Railroad Club Show and Swap Meet - Oct. 12. Colorado Springs Masonic Center, 1150 Panorama Dr. 9:30 a.m. to 3 p.m. \$3; under 13 free w/adult. John Campbell, 719-481-2698.

Glenwood Springs: Roaring Fork Valley Model Railroad Club Show - Oct. 26-27. Hotel Colorado, 526 Pine St. 10 a.m. to 8 p.m.; Sun. 10 a.m. to 4 p.m. Donation. Jay Buchanan, 970-625-3045.

CONNECTICUT

Manchester: Silk City Show and Open House - Oct. 12. 71 Hillard St. 10 a.m. to 4 p.m. Free. Robert Bell, 860-646-0610.

Old Greenwich: Westchester Model Railroad Club Model Train and Railroadiana Meet - Sep. 30. Green-

wich Civic Center, I-95, exit 5. 10 a.m. to 3 p.m. \$6; sr. citizens \$4. Bob Wilson, 914-328-4258.

Orange: New Haven & Derby Railroad Club Model Train Show - Oct. 13. High Plains Community Center, 525 Orange Center Rd. 10 a.m. to 4 p.m. \$4; 6-12 \$1 w/adult; under 6 free; family \$6. Louis C. Haefner, 203-795-9615.

Uncasville: Mohegan-Pequot Model Railroad Club Train Show - Oct. 20. St. Bernard High School, Rt. 32. 10 a.m. to 3 p.m. \$3; sr. citizens \$2; under 12 free; family \$5. Dan Delany, 860-537-3610.

Wallingford: Classic Shows LLC Train Show - Oct. 27. Zandri's Stillwood Inn, 1074 S. Colony Rd. 9 a.m. to 2 p.m. \$4; under 13 free w/adult. Classic Shows LLC, 203-926-1327.

FLORIDA

Deerfield: South Florida Railway Museum Swap Meet and Open House - Oct. 19. Deerfield Amtrak Tri-Rail Train Station, 1300 W. Hillsboro Blvd. 9 a.m. to 3 p.m. Free. Butch Tanis, 954-771-3842.

Lakeland: Ridge Model Railroad Club Rails on the Ridge Train Show - Oct. 4-6. Lakeland Center, 700 W. Lemon St. Fri. 6 to 10 p.m.; Sat. 10 a.m. to 5 p.m. \$5; under 12 free w/adult. Ed Kasper, 863-696-7260.

Orlando: Great American Train Show - Sep. 28-29. Central Florida Fairgrounds, 4603 W. Colonial Dr. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 630-268-1641.

Pinellas Park: H&R Trains Train Show - Oct. 11-13. H&R Trains, 6901 U.S. Hwy. 19 N. Fri., Sat. 9 a.m. to 9 p.m.; Sun. 9 a.m. to 6 p.m. Free. H&R Trains, 727-526-4682; hrrtrains@hrrtrains.com.

GEORGIA

Atlanta: NMRA Piedmont Division Meet - Oct. 8. Elks Lodge, 1775 Montreal Rd. 7 to 9:30 p.m. Free. Scott Perry, 770-319-7288; scottgerry@hotmail.com.

IDAHO

Idaho Falls: Eagle Rock Railroad Historical Society Meet - Oct. 12-13. Idaho Falls Rec Center, 520 Memorial Dr. Sat. 9 a.m. to 5 p.m.; Sun. 10 a.m. to 3 p.m. \$3; under 13 free; family \$5. David Shaw, 208-522-3125.

ILLINOIS

Arcola: Makin' Tracks Model Railroad Show and Swap Meet - Oct. 5-6. Rockome Gardens, 5 mi. west of I-57 at exit 203. Sat. 10 a.m. to 5 p.m.; Sun. 10 a.m. to 4 p.m. Free. 217-268-4106; comments@rockome.com.

Centralia: Southern Illinois Train Club Model Railroad Show and Sale - Oct. 26. St. Mary's Parish Gym, Rts. 161 east and 51 north. 10 a.m. to 3 p.m. \$2. Randy Domineck, 618-984-4474.

Freeport: Silver Creek & Stephenson RR MR and Live Steam Show - Sep. 28-29. Walnut and Lamm Rds. 10 a.m. to 4 p.m. Free. Fred Schau, 815-233-1464.

Glenview: NMRA Midwest Region North Shore and Western Div. Meet - Oct. 20. Glenview Public Library, 1930 Glenview Rd. 1:30 to 4 p.m. Free. Ingrid Drozdak, 773-545-5936.

Midlothian: Midlothian Train Show - Oct. 20. Midlothian Park District Bldg., 14500 S. Kostner Ave. 9 a.m. to 2 p.m. \$3; under 13 free. Butch, 815-458-6301.

Rockford: Rock River Valley Div. Meet - Oct. 6. Midway Village and Museum Center, 6799 Guilford Rd. 12:30 p.m. \$2. Joe Whinnery, 815-398-8973; jfwhinnery@aol.com.

Springfield: Great American Train Show - Oct. 26-27. Illinois State Fairgrounds, Sangamon Ave. and Peoria Rd. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 630-268-1641; info@gats.com.

Tinley Park: Chicagoland Assn. of S Gaugers Fest - Oct. 10-13. Tinley Park Convention Center and Holiday Inn Select, 18501 S. Harlem Ave. Thu. 6 to 9 p.m.; Fri. 2 to 10 p.m.; Sat. 8 a.m. to 4 p.m.; and 6 to 10 p.m.; Sun. 9 a.m. to 3 p.m. \$15. William H. Holt Jr., 630-969-1982.

Villa Park: Prairie Scale Model Railroaders Scale Model Railroad Swap Meet - Oct. 11. 39 E. St. Charles Rd. 6:30 to 9:30 p.m. \$4; under 12 free w/adult. 847-702-0811; info@psmr.org.

Wheaton: Great Midwest Train Show - Oct. 13. DuPage County Fairgrounds, County Farm and Manchester. 10 a.m. to 4 p.m. \$7; under 12 free. GATS Limited, 630-268-1641; info@gats.com.

INDIANA

Bedford: NMRA Midwest Region Central Indiana Division Train Show and Meet - Sep. 28. Bedford National Guard Armory, 2020 19th St. 11 a.m. to 3 p.m. \$3; under 13 free w/adult. Bill Litkenhous, 812-275-3634.

Evansville: Old Timers Tri State All Scale Train Show - Oct. 4-5. VFV No. 1114, 100 N. Wabash. Fri. 3 to 7 p.m.; Sat. 10 a.m. to 3 p.m. \$3. Darrell Cato, 812-963-6676; darrell@catotrains.com.

Fort Wayne: Maumee Valley RR Club Model Railroad Show and Swap Meet - Oct. 19. Lincoln Elementary School, 1000 E. Cook Rd. 10 a.m. to 3 p.m. \$3; under 12 free. Chuck White, 260-482-7930; cwhite13@comcast.net.

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932-6463 Amtrak Phase III	932-6466 PRR	932-6469 CP	932-6472 Rock Island	932-6474 UP
932-6464 Amtrak Phase IV	932-6467 CB&Q	932-6470 Undecorated		

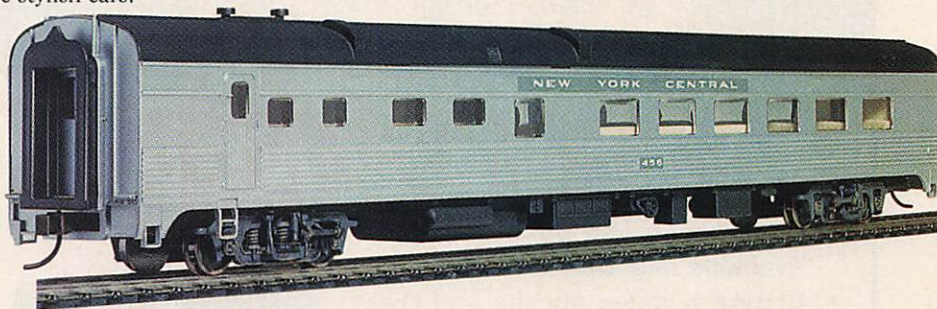


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932-6303 Amtrak Phase III	932-6312 Rock Island
932-6304 Amtrak Phase IV	932-6313 SP
932-6305 ATSF	932-6314 UP
932-6306 PRR	932-16301 VIA Rail Canada
932-6307 CB&Q	932-16302 Seaboard Coast Line
932-6308 NYC	932-16303 ATSF (no car skirting)
932-6309 CP	932-6300 Undecorated

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932-6323 Amtrak Phase III	932-6332 Rock Island
932-6324 Amtrak Phase IV	932-6333 SP
932-6325 ATSF	932-6334 UP
932-6326 PRR	932-6335 Penn Central
932-6327 CB&Q	932-16321 VIA Rail Canada
932-6328 NYC	932-16322 NYC (black roof)
932-6329 CP	932-6330 Undecorated



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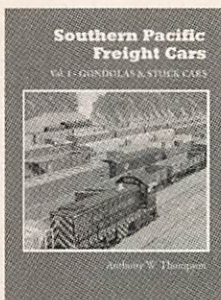
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Coming Events

Highland: Illiana Train Club Open Meet – Oct. 8. Larc West Development Ct., 9600 Kennedy Ave. 7 to 8:30 p.m. \$1. 219-924-5534.

Indianapolis: Great American Train Show – Oct. 19-20. Indiana State Fairgrounds, 1202 E. 38th St. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 630-268-1641; info@gats.com.

South Bend: St. Joe Valley Model Railroad Club Show and Sale – Oct. 20. South Bend Elks Lodge, 3535 E. McKinley Ave. 10 a.m. to 3 p.m. \$3; family \$6. David Korkhouse, 574-272-6436.

IOWA

Council Bluffs: Greater Omaha Society of Model Engineers Rails West Museum Depot Days – Sep. 28-29. 16th and Main Sts. Sat. 10 a.m. to 4 p.m., Sun. 1 to 5 p.m. \$4; 6-12 \$2; under 6 free. Paul Barker, 712-622-8421.

Washington: Washington Model Railroad Club Train Show and Swap Meet – Sep. 29. Knights of Columbus Hall, 606 W. Third St. 9 a.m. to 3 p.m. \$3; 6-12 \$1. Peter Weller, 319-653-4572.

Winterset: Bridge Days Train Swap Meet – Oct. 12-13. Rock Island Depot, Madison County Historical Complex, 815 S. Second Ave. 10 a.m. to 5 p.m. Free. M. E. "Gene" Pritchard, 515-462-2542.

KANSAS

Hutchinson: Hutchinson Model Train Show – Oct. 19-20. Memorial Hall, 101 S. Walnut. Sat. 10 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$3; under 10 free w/adult. Charles Moll, 620-662-4384.

McPherson: McPherson Train Show – Sep. 28-29. McPherson Community Building, 122 E. Marlin. Sat. 10 a.m. to 6 p.m., Sun. 11 a.m. to 5 p.m. \$3; under 13 free w/adult. John, 620-241-5759.

KENTUCKY

Louisville: NMRA MCR Div. 8 Train Show – Oct. 19. VFW Robert Newman Post, 4809 Poplar Level Rd. 10 a.m. to 3 p.m. \$4; under 12 free. Stephen Taylor, 812-273-3935.

MARYLAND

Arbutus: Arbutus Toy and Train Show – Sep. 29. 2500 Southwest Blvd. 9 a.m. to 1:30 p.m. \$4; under 12 free. Frank, 410-465-3782.

Elkton: Singlerly Fire Co. Model Train and Toy Show – Oct. 12. Singlerly Fire Co., 300 Newark Ave. 9 a.m. to 2 p.m. \$3; under 12 free w/adult. C. W. Gustafson, 410-398-4422.

Sykesville: Greenberg's Train Auction – Oct. 12. Freedom Fire Hall. Preview 8 a.m.; auction 9 a.m. Free. Greenberg Shows, 410-795-7448.

Sykesville: Sykesville & Patapsco Railway Open House – Oct. 5-6. 730 Oklahoma Ave. Sat. 9 a.m. to 5 p.m., Sun. 1 to 5 p.m. Free. Mark Bennett, 410-795-3157.

Timonium: Ellicott City Scale Model Railroad Assn. Great Scale Model and All-American Hi-Rail and Collectors Train Shows – Oct. 12-13. Maryland State Fairgrounds, I-83, exit 17E. Sat. 9 a.m. to 4 p.m., Sun. 10 a.m. to 4 p.m. \$6; under 13 free; family \$12. Howard Zane, 410-730-1036.

MASSACHUSETTS

Gardner: Southern New England MR Club O Scale Show and Open House – Oct. 12. Chestnut Street United Methodist Church, 161 Chestnut St. 9:30 a.m. to 4 p.m. \$5; family \$8. Bob Jones, 860-774-8622; bjmodels@neca.com.

Hingham: South Shore Model Railway Club Open House and Show – Oct. 26-27. Bldg. 51, Bare Cover Park, Fort Hill St. 9 a.m. to 4 p.m. \$2; sr. citizens and children w/adult \$1. Jack Foley, 781-740-2000.

Townsend: Pepperell Siding Model Railroad Club Show – Oct. 20. North Middlesex Regional High School, Rt. 119. 10 a.m. to 3 p.m. \$4; sr. citizens \$3; children \$1; under 13 free; family \$8. Travers A. Rank, 603-588-2546.

Wakefield: North Shore MR Club Open House – Oct. 19-20. NSMRR Club, Princess St. 9:30 a.m. to 3:30 p.m. \$3; sr. citizens and children \$1; under 5 free. North Shore Model Railroad Club, 781-245-4742 (Tue., Thu. p.m.).

Wakefield: North Shore MR Club Train Show – Oct. 19. Americal Civic Center, Main St. 9:30 a.m. to 3:30 p.m. \$3; sr. citizens and children \$1; under 5 free. North Shore Model Railroad Club, 781-245-4742 (Tue., Thu. p.m.).

Webster: Providence & Worcester Railfan Club Model Railroad Show – Sep. 29. Webster Elk's Club Hall, Cudworth Rd. 10 a.m. to 3 p.m. \$4; under 13 free. Bill Radcliffe, 508-943-3671.

Worcester: Worcester MR Open House – Oct. 20. 70 James St. 10 a.m. to 3 p.m. \$2; under 12 free. Ralph Kimball Jr., 508-755-1873; ralphkimball@charter.net.

MICHIGAN

Blissfield: Raisin Valley Model Railroad Club Open House – Oct. 19-20. 115 E. Adrian St. 11 a.m. to 4 p.m. Donation. Alan Mitchell, 517-486-2223.

Dearborn: Redford Model Railroad Club Trainorama Train Show and Rail Memorabilia Flea Market – Oct. 27. U of M Dearborn Field House, 4901 Evergreen Rd. 10 a.m. to 4 p.m. \$4; under 12 free w/adult. Steve Johnson, 313-565-1027.

Grand Rapids: Michigan Railroad History Conference – Oct. 26. Eberhard Center, Grand Valley State

26th annual

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Rules

- For conventionally photographed (film) images, send a color transparency (mounted or unmounted), 35mm or larger, or any glossy color print, 5" x 7" or larger.
- For digitally photographed or enhanced images (including scanned conventional images), send a color print 5" x 7" or larger, plus the digital file, saved in JPEG or TIFF format, on a CD or Zip disk. Digital photos should be taken with a 3.3 megapixel camera or better. We will not accept e-mailed submissions.
- The color photo must feature a model railroad subject and be taken by the contestant.
- Each entry must include (a) a typed description of the model railroad subject featured – be sure to include the name of the person who did the model work, the scale, brand names of any commercial equipment shown, and any special modeling techniques used; and (b) a brief description (fewer than 150 words) of the photography techniques applied. Please note if the photo was digitally photographed or enhanced in any way.
- Each contestant is limited to three entries. Each image must be labeled with contestant's name.
- All entries must be received in our Waukesha office by November 1, 2002.
- Winning photos will be published in the March 2003 issue of MODEL RAILROADER and become the property of MODEL RAILROADER.
- MODEL RAILROADER also reserves the right to keep any entry for possible future publication. Payment for use of nonwinning photos will be made at normal rates, and published photos become the property of MODEL RAILROADER.
- Nonwinning entries will be returned only if a stamped, self-addressed envelope is enclosed.
- Judging will be conducted by the MODEL RAILROADER staff, which reserves the right to not award all prizes.
- Kalmbach Publishing Co. employees and their families are not eligible to enter this contest.

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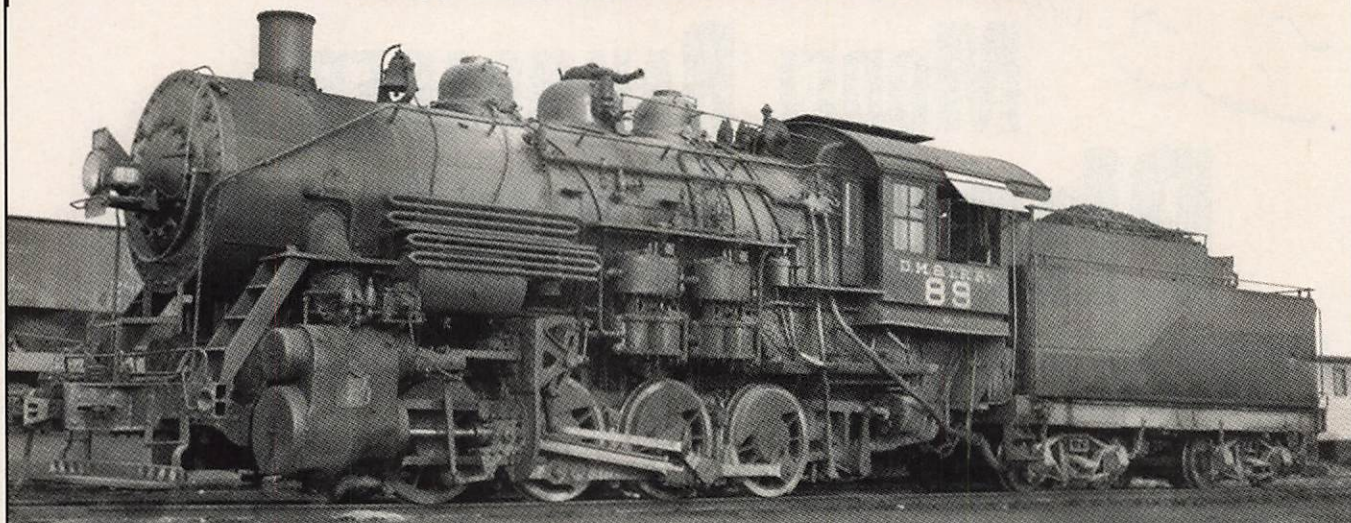
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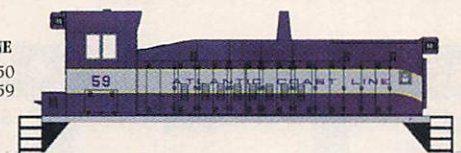


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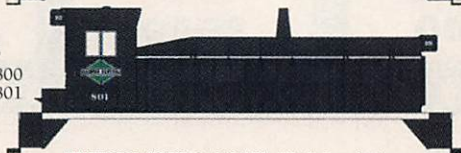
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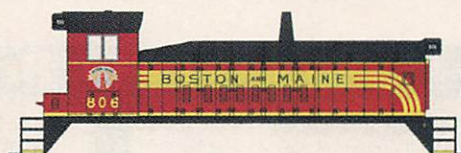


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Coming Events

University downtown campus. 8:30 a.m. to 4:30 p.m. \$35. Carl Bajema, 616-791-9010; BajemaCarl@attbi.com.

Jackson: Central Michigan Model Railroad Club Open House - Sep. 28. 226 Francis St., second floor. Noon to 5 p.m. Donation. Don Smith, 517-780-0844.

Kalamazoo Model Railroad Historical Society Train Show and Sale - Oct. 27. Kalamazoo County Fairgrounds, Hazel Grey Bldg. 10 a.m. to 4 p.m. \$4; under 11 free w/adult. James Glenn, 616-665-7870.

Lansing: Lansing Model Railroad Club Open House - Sep. 29. 5309 Old Lansing Rd. Noon to 5 p.m. Free. Bob Herbst, 517-349-5189.

Plymouth: NMRA North Central Region Division 6 Great Lakes Railfest Convention - Oct. 11-13. St. Johns Convention Center and Hilton Garden Inn. \$43. Barry Hensel, 734-481-6552; superfest7@aol.com.

University Center: Tri-County Model Railroad Club Show - Oct. 20. Delta College, Mackinaw Rd. 11 a.m. to 4 p.m. \$2; family \$5. Bob Miller, 989-790-1365.

MINNESOTA

Hutchinson: NMRA TLR Minnesota River Valley Division and Luce Line Railroad Club Model Railroad Show - Oct. 12. McLeod County Fairgrounds, Agribition Bldg. 9 a.m. to 4 p.m. \$3; under 13 free. David Zachmeyer, 320-587-8641.

St. Paul: Twin City Model Railroad Museum Chicago, Burlington & Quincy Day - Oct. 13. Bandana Sq. Noon to 5 p.m. \$2; under 5 free. TCMRM, 651-647-9628.

Thief River Falls: Thief River Falls MR Club Train Show - Oct. 5-6. Huck Olson Arena. Sat. 10 a.m. to 6 p.m., Sun. 10 a.m. to 4 p.m. \$2.50; under 12 free w/adult. Chuck Kimbrough, 218-681-4251; chuck@a-err.com.

NEBRASKA

Omaha: Great American Train Show - Oct. 12-13. Omaha Civic Auditorium, 1804 Capitol Ave. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, 630-268-1641.

NEW JERSEY

Asbury Park: Garden State Central MR Club HO Open House - Oct. 18-20, 25-27. Fri. 7 to 9 p.m., Sat., Sun. noon to 5 p.m. Club headquarters, 607 Eighth Ave. \$3; sr. citizens and children \$2. 732-775-0881 (Tue., Fri., eve.).

East Rutherford: New York Society of Model Engineers N, HO, O Scale Only Swap Meet - Oct. 26. St. Joseph's Church, 120 Hoboken Rd. 10 a.m. to 3 p.m. \$5; under 12 free. Andrew Brusgard, 908-686-4856.

Merchantville: Cherry Valley Model Railroad Club O Scale Only Train Meet - Sep. 28. Grace Church, Maple Ave. and Center St. 9 a.m. to 2 p.m. \$4. Charles Jacobs, 856-234-1898.

Montvale: National Collectors Club Show - Oct. 27. St. Joseph High School. 9 a.m. to 3 p.m. \$5; under 10 free w/adult. John LaLima, 732-972-8263.

North Haledon: Model Engineers Railroad Club of North Jersey O Scale Only Meet - Oct. 5. First Presbyterian Church of North Haledon, 201 Squaw Brook Rd. 9:30 a.m. to 1 p.m. \$4. Karl Geffchen, 973-857-2825.

Phillipsburg: Märklin Enthusiasts of America Meet - Oct. 13. Holiday Inn Phillipsburg, 1314 U.S. Hwy. 22. 9 a.m. to 2 p.m. \$5. Steven Seyer, 610-398-3021.

Wayne: National Collectors Club Show - Sep. 29. PAL Hall. 9 a.m. to 3 p.m. \$5; under 10 free w/adult. John LaLima, 732-972-8263.

NEW YORK

Binghamton: NRHS Susquehanna Valley Chapter Southern Tier Rail Fest - Oct. 20. Heritage Conference Center, Watson Blvd. 10 a.m. to 4 p.m. \$4; sr. citizens \$2; under 12 free w/adult; family \$8. Robert Pastorkey, 607-775-1267; railfestinfo@aol.com.

Blasdell: TTOS Niagara Frontier Division Train Meet - Oct. 27. McKinley Park Inn, South 3950 McKinley Pkwy. 10 a.m. to 3 p.m. \$4; 10-18 \$1; family \$5. Dan Malkiewicz, 716-876-7031.

Bohemia: Central Operating Lines Ltd. All Gauge Swap Meet - Oct. 6. Bingo Hall, 1644 Locust Ave. 7:45 a.m. to noon. \$3; under 12 free w/adult. Michael Iorio, 516-314-6499 (days).

Depew: Toy Train Collectors Society Meet - Oct. 13. Hearthstone Manor, 333 Dick Rd. 10 a.m. to 3 p.m. \$4; children \$1. Conrad May, 716-681-8396.

Elmont: St. Vincent DePaul Parish Model Train and Toy Show - Oct. 27. St. Vincent DePaul School Auditorium, 1510 DePaul St. 10 a.m. to 3 p.m. \$5; under 12 free w/adult. Frank Deorio, 516-352-2127.

Hempstead: Greenberg Train Show - Oct. 5-6. Hofstra University, 240 University Dr. 10 a.m. to 4 p.m. \$7; 6-12 \$2; under 6 free. Greenberg Shows, 410-795-7447.

Jamestown: Allegheny Highland Division NFR Meet - Oct. 18. Christ First United Methodist Church, Buffalo St. and Lakeview Ave. 7 p.m. Free. Dave Shaw, 716-763-6211.

Massapequa: Long Island Train-A-Rama - Oct. 27. Elks Club No. 2162, 2162 Veterans Blvd. 9 a.m. to 2 p.m. \$3. Stephen Fletcher, 516-766-4206.

Mastic-Shirley: Long Island Live Steamers Meet - Sep. 29, Oct. 14, 28 (run days). Southaven (Suffolk) County Park. 10:30 a.m. to 3 p.m. Donation. Long Island Live Steamers, 516-345-0499.

Continued on page 128

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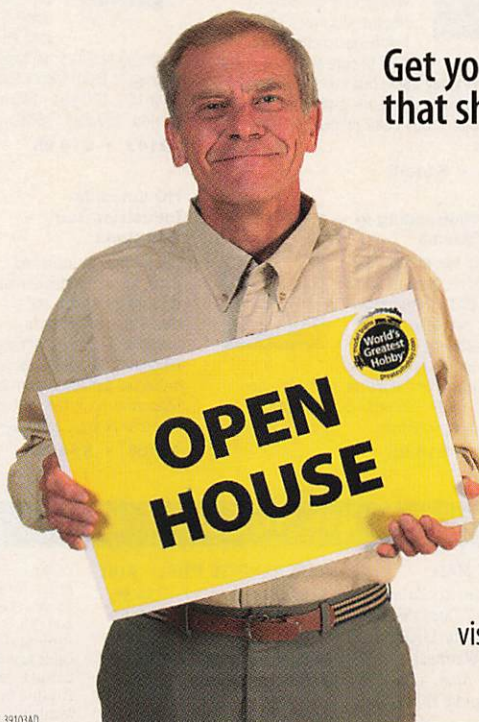
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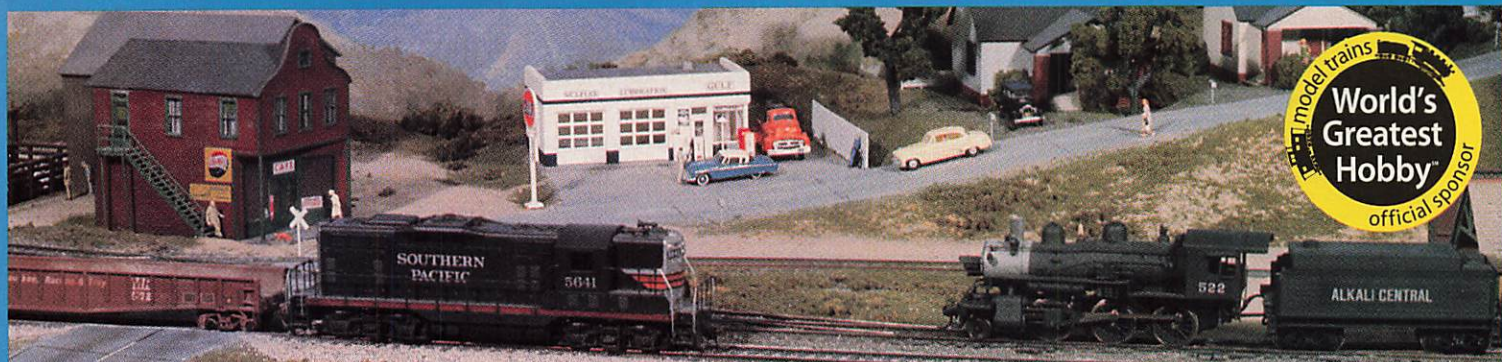


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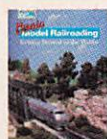
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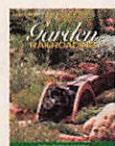
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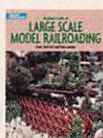
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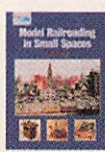
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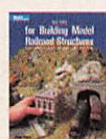
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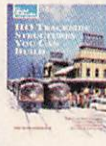
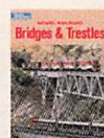
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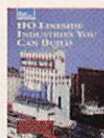
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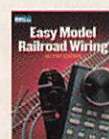
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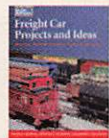
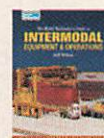
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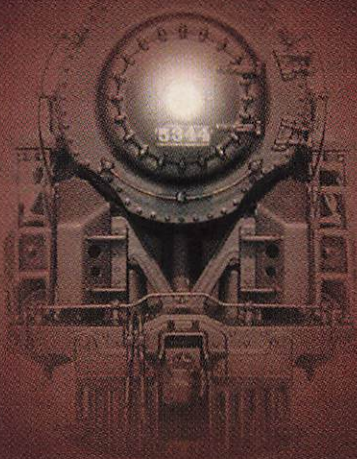
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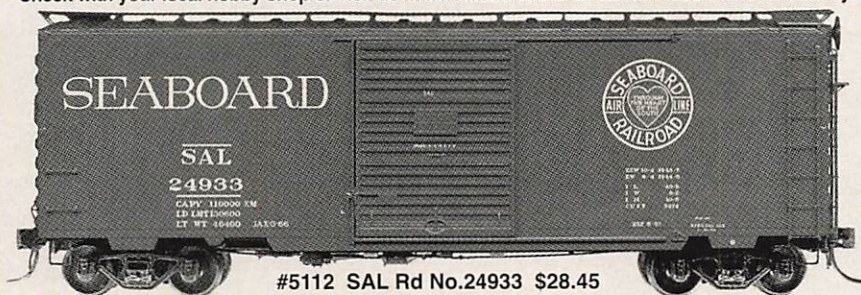
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NEW JERSEY

Nov. 2-3 – South Jersey Expo Center, Pennsauken
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Coming Events

Continued from page 125

New Windsor: St. Joseph's School Train Show – Oct. 26. St. Joseph's School, 148 Windsor Hwy. 9:30 a.m. to 4 p.m. \$4. Barney Prisco, 845-386-5146.

Norwood: Norwood Model Railroad Club Toy, Train, and Collectible Show – Oct. 5-6. Norwood-Norfolk Central School Gym, Rt. 56. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$3; senior citizens, students \$2. Henry Strong, 315-353-2283.

Rochester: Rochester Institute of Technology Model Railroad Club Train Show – Oct. 6. Rochester Institute of Technology Student Union, 10 a.m. to 3 p.m. \$3; under 12 free. Mike Roque, 585-475-2227; info@ritmrc.org.

Syracuse: Central NY Modelers Train Show, Open House – Sep. 28-29. Eastwood Am. Legion Bldg., James and Nichols Sts. 10 a.m. to 5 p.m. \$4; under 12 free. Rick Swiderski, 315-687-5111; modelersofdistinction@att.net.

Syracuse: NMRA NER Convention – Sep. 27-29. Doubletree Club Hotel and Ramada Inn, Buckley Rd. John Campbell Jr., 860-568-5075; john_ner@yahoo.com.

West Seneca: Western New York Train Masters Model Railroad Flea Market – Oct. 20. Iron Workers Hall, 196 Orchard Park Rd. 10 a.m. to 3 p.m. \$4; children \$1; under 5 free. WNYTM, 716-832-0995.

OHIO

Alliance: SM&BR Railroad Model Train and Toy Show – Oct. 11-13. Carnation Mall, State St. Fri., Sat. 10 a.m. to 9:30 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 724-775-1886.

Berea: NMRA Mid Central Region Division Four Carnival of Model Railroad – Oct. 5-6. Cuyahoga County Fairgrounds, I-71 and Bagley Rd. Sat. 10 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$5; under 16 free w/adult; family \$9. Gary Sole, 440-779-8187.

Findlay: Putnam Assn. of Railfans Model Railroad and Farm Toy Show and Swap Meet – Oct. 27. Findlay High School, 1200 Broad Ave. 10 a.m. to 4 p.m. \$3; under 12 free w/adult. Terry Oliver, 419-523-4996.

Medina: Medina MR and Toy Show – Sep. 22. Medina Community Center, Medina Fairgrounds. \$4; under 12 free. Conrad & Dowdell Productions, 330-725-6083.

New Philadelphia: SM&BR Railroad Model Train and Toy Show – Oct. 26-27. New Towne Mall, 400 Mill Ave. S. E. Sat. 10 a.m. to 9 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 724-775-1886.

Zanesville: Zanesville Model Railroad Club Open House – Oct. 12-13. Fourth and Market Sts. Noon to 6 p.m. Free. Ed Block, 740-452-5791.

OKLAHOMA

Broken Arrow: All Scale Train Show and Rail-O-Rama – Oct. 26. Broken Arrow Community Center, 1500 S. Main. 9 a.m. to 4 p.m. \$3; under 17 free. Richard Fisher, 918-749-1634.

Enid: Cherokee Strip MR Assn. Train Show – Oct. 19. Emmanuel Baptist Church, 2505 W. Garriott. 9 a.m. to 4 p.m. \$5; under 10 \$3. Randy L. Lutz, 580-242-8508.

OREGON

Albany: Great Northwest Train Show – Oct. 26-27. Linn County Fair and Expo Center, 3700 Knox Butte Rd. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$6; under 12 free. GATS Limited, 630-268-1641; info@gats.com.

Bend: Eastern Cascades Model Railroad Club Open House – Oct. 12-13. 21520 Modoc Ln. 10 a.m. to 4 p.m. Free. 541-317-1545.

PENNSYLVANIA

Adamsburg: Adamsburg Train Show – Sep. 29. Adamsburg Volunteer Fire Department, 1 mile east of PA Turnpike, exit 7 (Irwin). 9 a.m. to 3 p.m. \$2; under 12 free w/adult. Train Show Committee, 724-527-6250.

Allentown: PA Railroadiana and Model Railroad Show and Sale – Sep. 29. Dieruff High School, Washington and Irving Sts. 10 a.m. to 4 p.m. \$3; family \$5. Paul Kuehner, 610-261-0133.

Altoona: Alto Model Train Museum Assn. Train Show – Oct. 5-6. Jaffa Shrine Temple, Broad Ave. and 22nd St. Sat. 10 a.m. to 6:30 p.m., Sun. 10 a.m. to 3 p.m. \$5; under 12 free. Marge Goebel, 814-224-5414; maggie1361@aol.com.

Bedford: Bedford Model Railroaders' Model Train Show and Sale – Oct. 27. Bedford County Fairgrounds. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Mike Phillips, 814-623-2239; mikn@bedford.net.

Booth's Corner: Bethel Twp. Fire Co. Train Show – Oct. 19. Bethel Twp. Fire Co., 3737 Foulk Rd. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Reece J. Thomas, 610-494-0899 ext. 8.

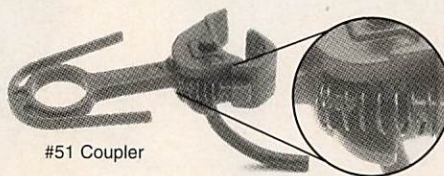
Clarion: Clarion MR Club Train Exhibit – Oct. 6, 8-13. 515C Main St. Tue., Wed. Thu. 6 to 9 p.m., Fri., Sat. 10 a.m. to 9 p.m., 10/6 10 a.m. to 5 p.m., 10/13 1 to 5 p.m. \$1.50; children 50 cents. Robert Hartle, 814-223-9719.

Cresson: Cresson Area Heritage Days Festival and Train Show – Oct. 5-6. Cresson Fire Hall. 10 a.m. to 5 p.m. \$2; under 12 free. Thomas Davis, 814-886-4757.

Hawley: Hawley Fire Dept. Toy Train Show and Sale – Oct. 13. 10 Columbus Ave. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Bill Dellinger, 570-226-3206.

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Leesport: Leesport Train Meet - Oct. 6. Leesport Farmers Market. 9 a.m. to 3 p.m. \$3. Chuck, 610-777-2053; choochuck@aol.com.

Monaca: SM&BR Railroad Model Train & Toy Show - Oct. 19-20. Beaver Valley Mall, Rt. 51. Sat. 10 a.m. to 9:30 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 724-775-1886.

Porters: York-Hanover Train Meet - Oct. 27. Porters Fire Co., Rt. 116. 9 a.m. to 2 p.m. \$3; under 12 free. Lorn D. Strickler, 717-632-3157.

Sharon: Penn-Ohio Model Railroaders Train Show - Sep. 29. Shenango Valley VFW, 439 E. State St. 9:30 a.m. to 3 p.m. \$3; under 12 free. Edward Fisher, 724-342-0443.

Wellsboro: Wellsboro Rail Days - Oct. 25-26. St. Paul's Episcopal Church, Pearl and Charles Sts. Fri. 5 to 9 p.m., Sat. 9 a.m. to 3 p.m. Free. Brian Roslund, 570-724-7415; roszilla@epix.net.

SOUTH CAROLINA

Charleston: South Carolina Modelers Assn. Contest and Show - Oct. 19. Embassy Suites Ballroom, adjacent to N. Charleston Coliseum. 8 a.m. to 4 p.m. \$3. Don Franklin, 843-884-4906; cherylfranklin@sprintmail.com.

TEXAS

Fort Worth: Lockheed Martin Recreation Assn. Railroad Show - Oct. 12-13. Lockheed Martin Recreation Assn., 3400 Bryant Irvin Rd. Sat. 10 a.m. to 5 p.m., Sun. 11 a.m. to 5 p.m. \$6; under 11 free. Robert Bray, 817-249-4965 (eve.); robert.l.bray@lmco.com.

Live Oak: Alamo Model Railroad Engineers Train Show - Oct. 5-6. Live Oak Civic Center, 8101 Pat Booker Rd. Sat. 9 a.m. to 4 p.m., Sun. 11 a.m. to 4 p.m. \$5; family \$8. Fred Ellis, 210-930-2988.

Round Rock: Austin Area Model Railroad Swap Meet and Tours - Oct. 26. First United Methodist Church, 1004 N. Mays. Meet 8:30 a.m. to 2:30 p.m.; tours 11 a.m. to 6 p.m. \$4. Chuck Ellis, 512-453-7057.

VERMONT

Rutland: Gateway Promotions Train Fair - Sep. 28. Vermont State Fairgrounds, Rt. 7 South. 10 a.m. to 4 p.m. \$4; 6-12 \$1; under 5 free. Niilo Albert Korpi, 802-862-6296.

Vergennes: Vergennes Lions Club Train Show - Oct. 12. Vergennes Elementary School, 43 East St. 10 a.m. to 4 p.m. \$4; sr. citizens \$2; under 10 free. David M. Delphia, 802-877-3242; ddelphia@middlebury.edu.

VIRGINIA

Richmond: RF&P Model Railroaders Train Show - Sep. 28-29. Science Museum of Virginia, Broad Street Union Station, 2500 W. Broad St. 9:30 a.m. to 5 p.m. \$6; sr. citizens \$5.50; 4-12 \$5. Tony DeMasi, 804-400-4968; rantrak@yahoo.com.

Vienna: Northern Virginia Model Railroaders Open House - Oct. 19. Washington & Old Dominion RR Station, 231 Dominion Rd. Noon to 4 p.m. Donation. 703-938-5157 (club); nvrmrinc@hotmail.com.

WASHINGTON

Lynden: Lynden Lions Club International Model Train and Circus Model Builders Show - Oct. 5-6. N. W. Washington Fairgrounds, Hank Jansen Bldg. Sat. 10 a.m. to 5 p.m., Sun. noon to 5 p.m. \$3.50; 7-12 \$2; family \$10. Norm Kayser, 360-354-1471; combshows@aol.com.

Maple Valley: Maple Valley Train Show - Oct. 19-20. Gracie Hansen Center, 27132 S. E. Ravensdale Way. 10 a.m. to 5 p.m. \$3; 3-11 \$1. John Warner, 253-887-8071; socseel@aol.com.

Pasco: Model Railroad Swap Meet - Oct. 12. Country Christian Center Gymnasium, 5500 W. Sagemoor Rd. \$2; under 6 free. Sharon, 509-266-4384.

Sequim: North Olympic Peninsula Railroaders Train Show and Swap Meet - Oct. 19-20. Greywolf Elementary School, 171 Carsborg Rd. 10 a.m. to 4 p.m. Free. Tom Wunder, 360-457-0229; zodi@olympen.com.

Vancouver: Southwest Washington Model Railroaders Great Train Swap Meet - Sep. 28. St. Andrew Lutheran Church, 5607 N. E. Gher Rd. 9:30 a.m. to 3:30 p.m. \$3; students \$1; under 12 free w/adult. Rik Simmonds, 360-695-1788; riksimmmonds@aol.com.

WEST VIRGINIA

Charleston: Kanawha Valley Railroad Club Open House - Second Sundays. 1800 Coonskin Dr. 1 to 6 p.m. Free. Bob Sutler, 304-346-3603.

WISCONSIN

Appleton: Paper Valley Model Railroad Club Swap Meet - Oct. 12. National Guard Armory, 2801 W. Second St. 10 a.m. to 3 p.m. \$2; 8-16 \$1; under 8 free; family \$5. Dennis Frederick, 920-734-9739.

Eau Claire: Indianhead Railroad Club and Memorial HS Model Train Show - Oct. 12-13. Memorial High School, 2225 Keith St. Sat. 10 a.m. to 4 p.m., Sun. 11 a.m. to 3 p.m. \$2; under 12 free. Pat Thoney, 715-832-4445.

Fond du Lac: Forest Mall Model Train Show - Oct. 5-6. Forest Mall Shopping Center, Hwys. 41 and 23. Sat. 10 a.m. to 8 p.m., Sun. 11 a.m. to 5 p.m. Free. Barb, 920-222-5863.

Janesville: WIS-ILL Modular RR Club - Oct. 19-20. Hedberg Public Library, 316 S. Main St. Sat. 10 a.m. to 5:30 p.m., Sun. 1 to 4 p.m. Free. Bill Heuser, 608-756-8753.

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Coming Events

Madison: NMRA Midwest Region South Central Wisconsin Division Meet - Oct. 13. Fitchburg Community Center, 5510 E. Lacy Rd. 1 to 4 p.m. Free. Radleigh Becker, 608-231-1817.

Madison: NMRA MWR SCWD Model Railroad Swap Meet - Oct. 6. Quality Inn Southeast, Broadway St. 9 a.m. to 3 p.m. \$2; under 12 free. Larry or Susan Bunce, 608-455-4233; rrrrellmb@chorus.net.

Turtle Lake: GTLAA Model Railroad Show - Oct. 19. Turtle Lake School, lower level gym. Sat. 9 a.m. to 4 p.m., Sun. 11 a.m. to 3 p.m. Free. Jan Davis, 715-986-4680.

West Allis: Lionel Railroad Club Train, Toy, and Collectibles Meet - Oct. 20. Knights of Columbus Hall, 1800 S. 92nd St. 8:30 a.m. to noon. \$2; under 13 free w/adult. Neil Schoeve, 262-895-3825.

CANADA

Alberta, Edmonton: The Great Edmonton Train Show - Sep. 28-29. Mayfield Trade Center, 16615-109 Ave. (Mayfield Rd.). Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5; sr. citizens and under 18 \$3; family \$10. Jim Baker, 780-430-7595; jim.baker@clarica.com.

Alberta, Calgary: Calgary MR Society Meet - Oct. 6. Hospitality Inn, 135 Southland Dr. S. E. 10 a.m. to 4 p.m. \$5. Gord Smith, 403-239-2514; gord.smith@shaw.ca.

Alberta, Calgary: South Bank Short Lines MR Boomer Auction - Oct. 19. St. Andrews Presbyterian Church, 703 Heritage Dr. S. W. 1 p.m. \$2; 6-16 \$1; under 6 free. Allen Peirce, 403-278-6786; peircea@telusplanet.net.

British Columbia, Chilliwack: Mount Cheam Lions Model Railway Show - Oct. 19-20. Heritage Park, 44140 Luckakuck Way. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4; sr. citizens and students \$2; under 6 free w/adult; family \$10. James Hill, 604-824-1757; jcdmhill@dowco.com.

Ontario, Aberfoyle: Aberfoyle Junction Model Railway Club Open House - Oct. 19-20, 26-27. 128 Brock Rd. 10 a.m. to 5 p.m. \$5; sr. citizens and students \$3; children \$2. Craig Webb, 905-527-5474.

Ontario, Bowmanville: Soper Valley MR Show - Oct. 19-20. Bowmanville High School, 49 Liberty St. N. Sat. 11 a.m. to 4:30 p.m., Sun. 10 a.m. to 4 p.m. \$4; sr. citizens \$3; family \$8. Ron Radcliffe, 905-987-3099; rjrkse@onaibn.com.

Ontario, Brampton: Brampton Model Railroad Show - Oct. 5-6. Brampton Fairgrounds, 12942 Heartlake Rd. 10:30 a.m. to 4:30 p.m. \$5; sr. citizens \$4; 5-12 \$3; under 5 free. John Dinoff, 905-792-9223.

Ontario, Harriston: Boomer Model Railroad Equipment Auction - Oct. 26. Harriston Community Centre. 11 a.m. \$3. Carol Homuth, 519-338-2516.

Ontario, Kitchener: Kitchener Model Train Show and Sale - Oct. 13. Bingham's, 1380 Victoria St. N. 10 a.m. to 3 p.m. \$3; under 12 free w/adult. Ian Ward, 519-426-8875.

Ontario, Markham: Markham Railroad Modelers Open House - Oct. 20, 27. Thirty Royal Crest Ct., second floor. Noon to 4 p.m. \$5; children \$3; family \$10. Ron Beresford, 905-839-6561.

Ontario, Ottawa: Railfair MR Show - Oct. 19-20. Algonquin College, Woodroffe Campus. Sat. 11 a.m. to 5:30 p.m., Sun. 10 a.m. to 4:30 p.m. \$6; sr. citizens and teens \$4; 5-12 \$1. Tom Patterson, 613-831-1133; trp99@magma.ca.

Ontario, Woodstock: Model Train Show and Sale - Sep. 29. Oxford Auditorium, Woodstock Fairgrounds, 875 Nellis St. 10 a.m. to 4 p.m. \$4. Ian Ward, 519-426-8875.

Quebec, Montreal: Montreal Railroad Modelers Assn. Open House - Oct. 26-27. 891 St. Paul St. W. 10 a.m. to 4 p.m. \$6; under 13 free w/adult. 514-861-6185.

Quebec, Quebec: Quebec Model Railroad Club Open House - Oct. 12-14. Chemin de La Gage. 11 a.m. to 5 p.m. \$4. Real Thibodeau, 418-657-7932.

Quebec, St. Laurent: 1/87 Vehicle Club Meet - Oct. 5. Quality Hotel-Dorval. 7700 Cote de Liesse. 10 a.m. to 4 p.m. \$5. Dan Goins, 972-252-0866; dgoins187@aol.com.

OVERSEAS

England, Kent, Maidstone: Maidstone Model Railway Exhibition - Oct. 19-20. Senacre Technology College, Sutton Rd. 10 a.m. to 4:30 p.m. £3.00; children over 4 £1.50. David Felton, 01622-765516.

England, Southport: Southport Model Railway Exhibition - Sep. 28-29. Meols Cop High School, Meols Cop Rd. Sat. 10 a.m. to 7 p.m., Sun. 10 a.m. to 5 p.m. £2.80; family £7.00. 01704-546351; tony_kuivala@btinternet.com.

Germany, Althengstett: FREMO Southwest Germany Regional Modular Convention - Oct. 3-6. Althengstett Community Hall. 10 a.m. to 6 p.m. Free. Robert Eric Leonard, 49-721-986-3737; releonard@web.de.

Netherlands, Utrecht: Eurospoor Model Railway Show - Oct. 18-20. Fri. 10 a.m. to 6 p.m., Sat., Sun. 9:30 a.m. to 5:30 p.m. 11 Euros; children 5 Euros. 0299-640354; eurospoor@eurospoor.nl.

New Zealand, Christchurch: Big Model Train Show - Oct. 5-6. Pioneer Stadium, Lyttelton St. 9:30 a.m. to 5 p.m. \$5; children \$2; family \$10. Ken Henderson, 0064-03-339-8935; chchtrainshow@hotmail.com.

Switzerland, Adliswil: American Railroadfans in Switzerland Convention - Oct. 12-13. Schoolhouse Krennweise. Sat. 10 a.m. to 5:30 p.m., Sun. 9:30 a.m. to 4:30 p.m. CHF 8.00. Werner Meer, 011-411-715-3666. 6

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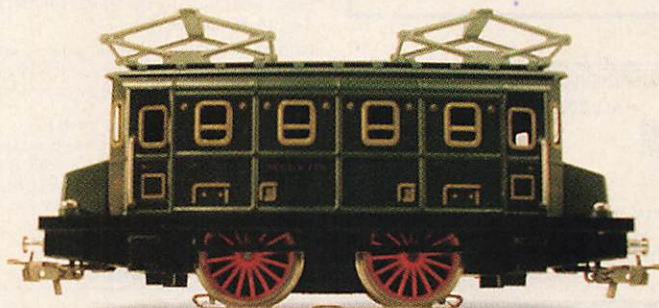
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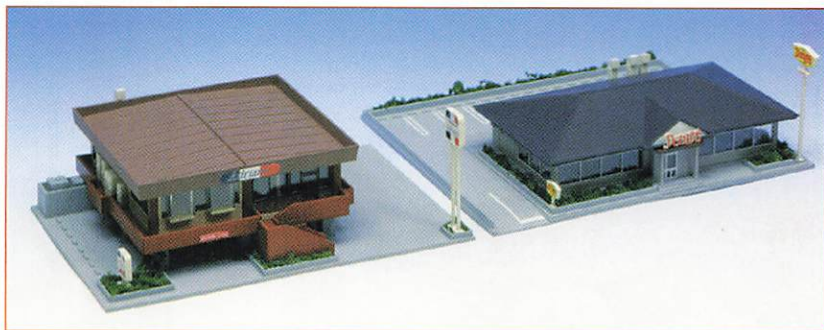
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Signs of fall

Signs of a new season are evident. Some, such as New England's famous foliage, boldly proclaim the transition. Others are subtle, like the county-road crew completing some early-autumn repairs. And what about the Wabash automobile boxcar crossing the Hoosac River behind Boston & Maine RS-3 1542? It may be carrying Detroit's latest models to a Northeastern auto dealership. Fall indeed is in the air. ☼

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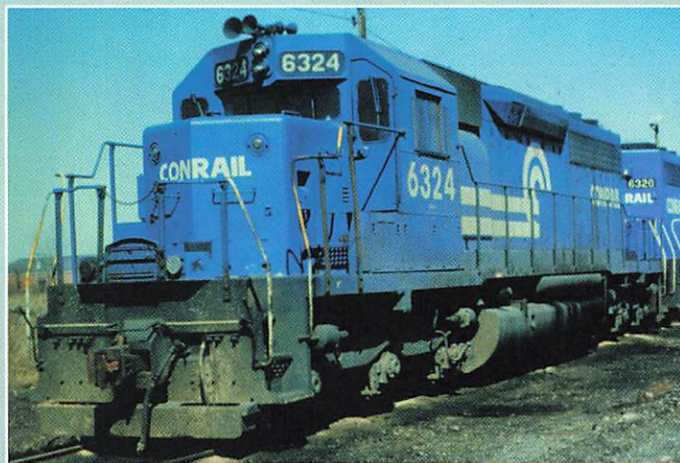


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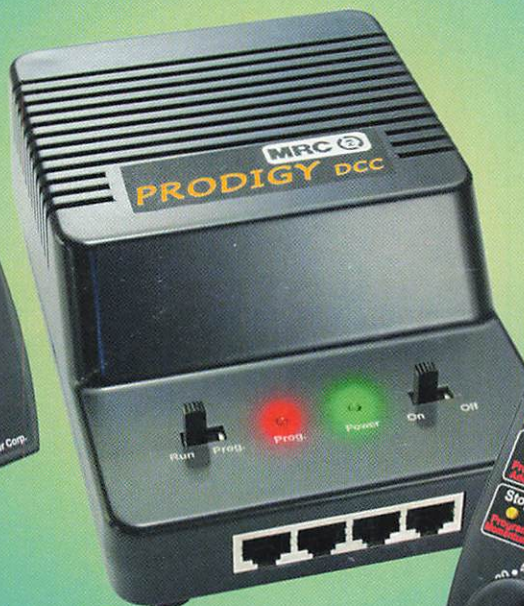
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